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Vol. CCI, No. 2619
APRIL 15, 1950

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Volume CCI No. 2619 The SPHERE, London, April 15, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE ROYAL MAUNDS—THE KING AND QUEEN AFTER THE WESTMINSTER ABBEY SERVICE, AT WHICH HIS MAJESTY, IN ACCORDANCE WITH TRADITION, DISTRIBUTED A PART OF THE SPECIALLY-MINTED MAUNDY MONEY ALLOCATED TO FIFTY-FIVE MEN AND FIFTY-FIVE WOMEN, AS MANY OF EACH AS THE KING IS YEARS OF AGE AT HIS NEXT BIRTHDAY: With the King and Queen in this group are the Bishop of Lichfield (Lord High Almoner), children of St. Stephen's Church, and Yeomen of the Guard. Those who took part carried the customary nosegays of sweet herbs

The custom of distributing the Royal Maunds, or Maundy Money, began in 1368, in the reign of Edward III, and is a relic of the "washing of the feet" of poor people performed by the sovereign or his consort. James I distributed the doles personally, but later it became the function of the Lord High Almoner. This year the King and Queen drove from Windsor to Westminster Abbey for the ceremony, and at the Abbey service distributed the specially-minted Maundy money comprising silver pennies, twopences, threepences and fourpences. Only twenty-four men and twenty-four women were able to attend the service. To the others, whom distance or disability prevented from being present, the gifts were posted. About 600 people thronged the Abbey for the service, and many of them were able to witness the historic distribution ceremony, as some of the recipients of the Royal Maunds sat in the nave

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Easter.—A renaissance is always welcome to humanity, and usually badly needed. And Easter is our calendar renaissance, the dawn of the year's hope—*solid* hope, for the hopes of January are but wine-induced and doomed to winter's hang-over. But Easter hopes are not empty. In times of austerity they assure a lightening of our burden. The sun will warm our houses, and we can save sweat and guineas handling filthy coal, and will light our rooms, saving a nasty electricity bill. And perhaps we shall go places again and peep at the world outside our village and exchange remarks with foreigners who live in the next county. Easter used to be called the Yellow Season. Primroses and daffodils and celandine made it so. I think the small gardens of England, with their new preference for almond and prunus, have turned the season pink, though the glory of forsythia does its best to hold the fort for yellow. But certainly the new shrubs in thousands of small country and suburban gardens have given new glory to Easter. For me it is still the sweet of the year, as soon as the blackthorn has finished its dirty work and the wind shifts from the north-east; and the apex of its sweetness comes on April 23, when the Cross of St. George floats over a thousand village churches new embowered in greenery, and Shakespeare and the cuckoo call us out of ourselves.

A New Financial Year.—The financial year 1949-50 is ended, and we have a Budget surplus of £550,000,000. How truly was it said recently that not one citizen in a thousand comprehends that the whole theory of national finance, familiar for a century, has given place to something totally new. In his 1936-37 Budget, Mr. Chamberlain referred to his astonishing surplus of £3,000,000! The surplus of 1950 would have provided a couple of Budgets in fairly recent times, and would have gone far to satisfy most of Mr. Chamberlain's requirements for 1937. In the "bad old days," we used to say in April: "A surplus? That means something off income tax." A penny off an income tax of 1s. was well received. And here we have a surplus of £550,000,000!—and, so far as relief from income tax is concerned, it doesn't mean a thing. Every penny of this surplus is needed—and earmarked—to keep us from bankruptcy and starvation. If we receive in reliefs "every man his penny," it won't be because this giant surplus cries out that relief is common sense and bare justice. It will merely be as a desperate device to stimulate saving and keep that annual surplus up to astronomical heights. And now you and I must form square and prepare to receive the Inland Revenue Cavalry and *their* forms.

Malaya—Firm Hand?—The Federal Government in Malaya promises a "firm hand," and scouts the necessity for martial law. The anti-bandit month—the much-heralded civilian mobilisation—had admittedly very disappointing results. It succeeded in "annoying the bull." That was held to be something. The forces of order are many, and for you and me the iron curtain is clamped down over Malaya, whither our untrained schoolboy sons are sent, packed like sardines in a smelly barrel, "to restore order in the jungle." It might seem reasonable to lift the iron curtain and give parents a peep at the scene of their young sons' first whiff of powder. In other wars, that right was recognised, and the scene and setting were painted for us by artists. But not in Malaya, not by Messrs. Attlee and Shinwell and Strachey. You have these elements of law and order: (1) A Chief Secretary of the Federation, Mr. del Tufo, a confident spokesman. "Everything is in order, he has plenary powers and will not hesitate to take more. . . ." You have (2) General Briggs, Director of Operations, who works under (3) Sir H. Gurney, High Commissioner, with "a small staff." You have (4) Mr. Gray, Commissioner of Police, and (5) General Urquhart, G.O.C. Malaya. Some say that the Commissioner of Police is in charge. Others say that General Briggs is "top dog." Others, again, put (6) General Harding, C.-in-C. Far East, as supreme authority. If many hands make light work, Malaya should soon be cleaned up. But if you think too many cooks spoil the broth, it 's otherwise. I should have thought the poor parents of the pawns in this Wonderland game of chess might have a peep at the board.

"Terriers."—I served in the Territorials from 1912, through the First World War, and long enough to earn a green-and-yellow ribbon. Long enough, certainly, to appreciate how tremendous a factor in maintaining *esprit de corps* and pride in the regiment was the "village pump," the local hunt, the friendly rivalry between country town and country town, the love of county strengthening love of country. That county might not be a "garden of England" in the æsthetic sense. Mine was flat and grew great onions; but every village for some section of our yeomen was "*Mihi praeter omnes angulus ridet*," and the boys from the farms brought their own young horses to school them for the local hunts, and the horse-lines in consequence were not always very orderly. We were great grousers and grumblers, but intensely keen, and our keenness was always stimulated by country-town rivalry. And when, towards the end of the war, in France, we heard that we were to lose our identity and be merged in one of the famous cavalry regiments with whom we had fought brigaded—on equal terms—for a time our fighting spirit burnt low. Times have changed indeed, but county boundaries and the startling diversity of counties remain, and pride of county, I am quite sure, is still a vital factor in *esprit de corps* which at all costs must be fostered and kept alight. The testing time will come now with the summer drafting to territorial units of the first conscripts from the regular Army of conscripts, re-conscripted for part-time service in the "Terriers" for four more years. Whatever can be done in this drafting to send Blankshire men to a Blankshire unit should be done. The village pump—even where water is laid on in pipes—is still the vital stimulus to keenness and *esprit de corps*.

The British Character in Sport.—I suppose the character of our race, by and large, still stands high in civilisation. We have assuredly great qualities, as most nations have. I sometimes wonder if the qualities which make up the sum of the national character, wax and wane in virtue. We still get plenty of dewdrops and plenty of criticism. We have been praised in wartime for "standing alone," for "taking it." We have been praised in peacetime for enduring austerity, taxation and regimentation and for running good-humoured, orderly General Elections. And, to correct our pride, we get a lot of nasty criticism even this side of the Iron Curtain from nations formerly wont to like us, if not to admire us. Nothing new in that, of course. But I sometimes wonder whether as a nation we are losing the right to be praised or envied for one quality which (like the grouse) was once peculiarly British. It has been called Sportsmanship. It is reflected in phrases coined at a period when games were recreational and informal and impromptu, and before they became national industries and international causes of friction. Nowadays the act of kicking or hitting a ball about for the fun of the thing survives only in the yards of infant schools or in the gutters. At all "levels" higher than those, boards, directors, committees and chartered accountants rule the business. The village football team must be dressed and numbered like the Arsenal. Every village cricketer must be a member of a committee which has as many meetings as the fixture-list, and when it comes to "big" cricket, football, and so on, the financial side assumes such importance that the qualities of sportsmanship are forgotten. The umpires and the referee are suspect, the linesmen must be hand-picked. It is win, tie or wrangle in a matter of life and death. It is odd to reflect that in the first chapter of British sport, every player was an amateur and played for the fun of the thing and—to judge by the chronicles of the Hambleden men—got a deal of fun out of it, without constant committee meetings and soviets. For the most part they followed a leader. Then there was an era of "Gentlemen and Players"—that, too, was in the bad, old days. To-day, sport is in the era of democracy and intensified commercialism, and petulant Old Stagers may sometimes dismiss all too many of those concerned in it as neither gentlemen nor players but more or less skilled industrial and commercial experts, with a keen eye on the box-office.

THE CITY OF LONDON'S RESTORED EGYPTIAN HALL—AFTER MONTHS OF WORK THE HISTORIC ROOM AT THE MANSION HOUSE HAS BEEN GIVEN BACK ITS PRE-WAR SPLENDOUR: The Egyptian Hall will reopen on April 19 with the Lord Mayor's Easter Banquet to the Diplomatic Corps. The Corinthian columns are now painted a delicate beige tint with a suggestion of gold at the base. The capitals have been re-covered with gold leaf. The stained-glass window, one of the pair which was stored for ten years in the Mansion House vaults for safety, is one of the largest in London. Nearly 400 leaves of fibrous plaster have been used to restore the brown laurel-leaf wreaths in the ceiling and 50,000 sheets of gold leaf have been used in the gilding. Statues which were placed in the Hall after the 1851 Exhibition have been returned

Buss Centenary.—A notable centenary is upon us—that of Miss Buss, pioneer with Miss Beale of public-school education for the sisters of public-school boys. In the 1850's the idea was novel enough. The home governess—the Jane Eyres of fiction—did the needful for these girls, in the ice-cold schoolroom with the help of the black-board, the "globes" and some Berlin wool, reinforced by the pencil and water-colours of an art master properly invigilated. You will find his prototype in *The Woman in White*. Miss Buss changed all that. With small beginnings in her father's house in Camden Street, she called these girls out from the shelter of the cold schoolroom and taught them systematically, not shunning such fields as science, physics, even anatomy. It took a long time to offer serious competition to the profession of home governess (£30 a year and the veiled contempt of the upper servants); but Miss Buss made quick progress and Miss Beale came in in 1853 with Cheltenham College. Many women, later well known in public life, were *alumnae*, among them, in 1880, Miss Mary Tribe, later Duchess of Bedford. In 1905 she unveiled a memorial portrait of her famous principal and said these words: "During the time I was a pupil at Cheltenham College, I learned the lesson that 'little girls should be seen and not heard.' I do not dispute its value, but it is not the best preparation for public speaking." Nevertheless, the Duchess acknowledged the profound influence on our national life of these pioneer institutions and admitted that she had never lost her terror of the benevolent despot who had taught her the value of silence and with whom it "would have been ill to argue." And Miss Beale, who still reigned at Cheltenham, replied with a prayer for the Duchess's safe return to Woburn in the fearful horseless carriage which had brought her to the school. Things moved faster in that new century. Next time the Duchess would make her visit piloting her own aeroplane. Clearly Miss Buss and Miss Beale were pioneers of the first order.

Mysteries of our Weather.—Recently our weather wizards released a disarmingly modest account of their activities and a balance of success and failure. I think they help us a lot. They admit that their prophecies—arrived at from advices supplied from great distances—may be set at nought by small local variations which they cannot foresee. They are like a man peering through a telescope who cannot see a wasp under his nose. They explained some of their long-view, long-distance methods. Now I wish they would tell us more about local phenomena and the *reasons* for the coming of rain and wind. What brings rain? Why is the rainfall at Kew about one-half of the rainfall fifty miles south-west? For years I have kept a rain record where I live on the Surrey-Sussex-Hants borders, and every year I send my record to the authorities; it is as accurate as I can make it, but the total is always so vastly above that of places a few miles away, that I worry over my accuracy. Exactly, why is the rainfall of Cumberland or Pembroke so enormously heavier than that of Middlesex? Why should Petersfield attract so much more than Guildford or, indeed, than villages five miles from it? These, no doubt, are childish questions but . . . I should like to know the answers, in case a child asks me the questions. I can quite understand that the formations of hills may have something to do with it, among other factors. But precisely what are those factors and conditions?

THE OLD STAGER

THE MALAYAN BATTLE CONTINUES

Bandits Still at Large in Once-Subjugated Areas

March in Malaya was anti-bandit month, when towns and villages co-operated against the Communists who have returned in force to many areas where they were once suppressed. As far as the bandits were concerned it was ambush month, and there were some serious casualties, notably in Johore, where Mr. A. H. Girdler, administrative officer for Kluang, died as a result of wounds received. There was a narrow escape for the night mail from Penang to Kuala Lumpur when the pilot engine was derailed and the fireman of that engine was injured. Bandits in Negri Sembilan were also active, and by detonating electrically six bombs laid across the road, they ambushed a security force convoy of three vehicles. Seventeen members of the Malay Regiment were killed in another ambush near Gua Musang. British reinforcements are now on the way to Malaya to deal with a deteriorating situation, and meanwhile the Government has outlined plans for a continuation of voluntary anti-bandit effort.

MANNING A BORDER POST ON THE FRONTIERS OF MALAYA AND SIAM : Malay members of the special frontier police force on duty at Sintok. They are in radio communication with Alor Star, capital of Kedah State, and are in a position to report movements of bandit forces which have been operating in strength on the borderland. Of recent weeks bandit activity in Malaya has increased markedly

TO ASSUME OVERALL COMMAND OF OPERATIONS IN MALAYA IN THE AUTUMN : Brigadier R. C. O. Hedley, Commander of the 48th Gurkha Brigade, will succeed Major-General Urquhart when the latter transfers to the Middle East. During recent months Brigadier Hedley has been directing operations in North Johore

A MALAYAN POLICE SQUAD ENGAGED IN BANDIT-HUNTING IN JOHORE : Members of a section trekking across wild grass country in the northern part of the State. During March, which was named Anti-bandit Month, Malayan police and the British military had admirable assistance from volunteer squads

A TAMIL BANDIT SURRENDERS : With his arms held aloft and gripping his rifle he emerges from the jungle where he was cornered by Malayan troops. Under current regulations this man faces the death penalty for carrying arms. He was cornered near a rubber estate at Segamat

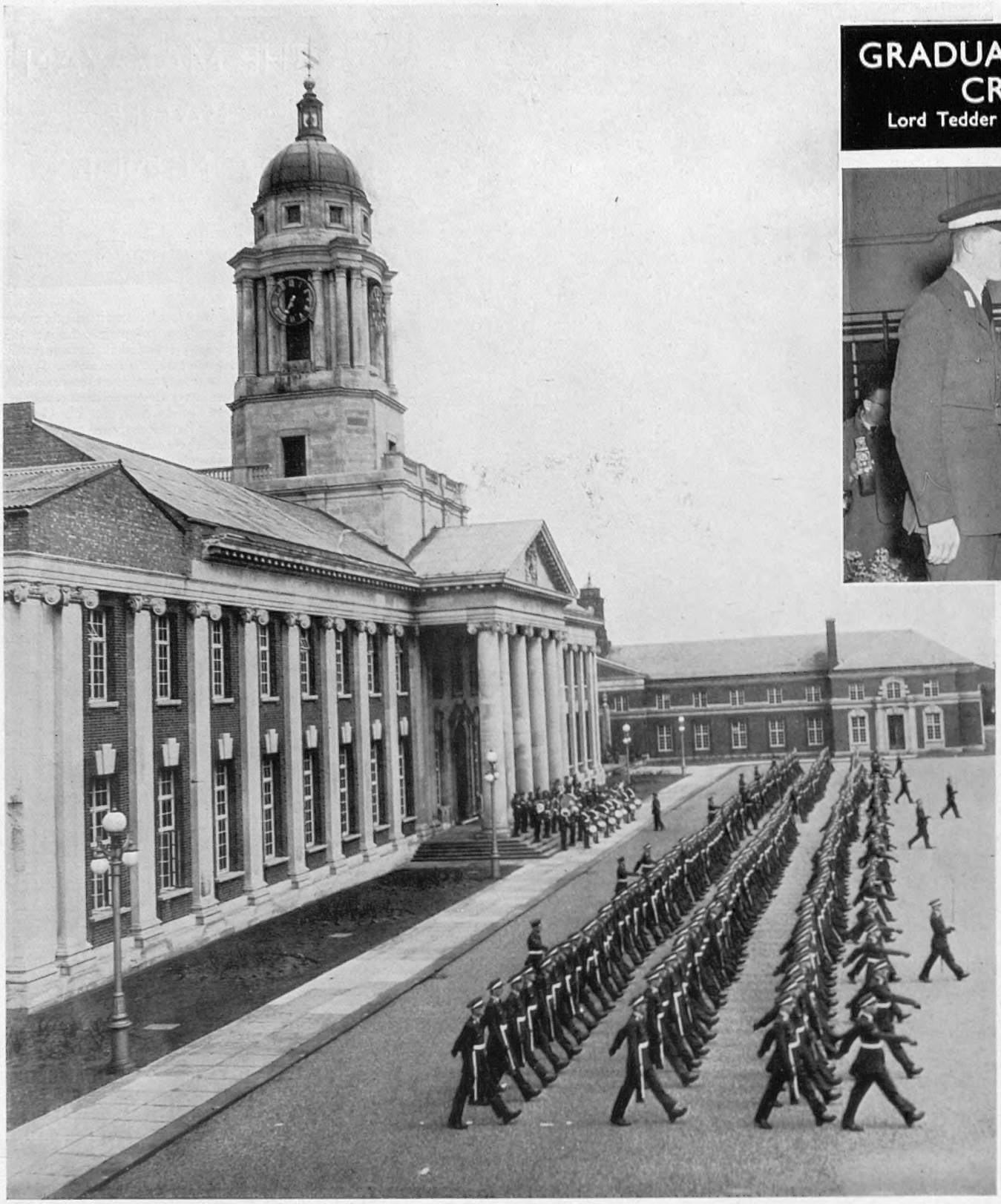
ON GUARD AT SINTOK : This man is one of the first Chinese members of the Malayan Police Force's special frontier guard. In the report of Sir Alexander Maxwell's Mission, which recently inquired into the organisation of the Malayan Police, the fuller use of Chinese personnel was strongly recommended

GRADUATION DAY AT CRANWELL

Lord Tedder at the Passing-out Parade

MARSHAL OF THE R.A.F. LORD TEDDER PRESENTS THE KING'S MEDAL FOR THE BEST CADET: Flight-Cadet Under-Officer W. F. Knapper receiving the award from the former Chief of the Air Staff. Knapper also gained Cranwell's Sword of Honour. For the first time since the war flight cadets were presented with wings at the graduation day prize giving

Marshal of the R.A.F. Lord Tedder, the most outstanding figure in military aviation in the Second World War and between the wars a brilliant director of flying training, went down to Cranwell before Easter to conduct the passing-out parade, and many young cadets had the honour of receiving their wings in his presence. In his address, after taking the salute at the passing-out parade, Lord Tedder referred to his stepson Flight-Cadet Sergeant A. S. H. Black, who at the age of twenty was killed in a plane crash in January. "Though his time was short," Lord Tedder told the Cranwell Cadets, "he absorbed the spirit of Cranwell and gave his best. More one cannot ask."



THE GRADUATION-DAY MARCH-PAST IN FRONT OF CRANWELL COLLEGE: The cadets seen on parade, with their band playing from the steps at the main entrance to the college

DEPARTURE AND ARRIVAL AT LONDON AIRPORT

SIR BASIL AND LADY BROOKE AT LONDON AIRPORT: The Prime Minister of Northern Ireland and his wife were twice delayed in flying to New York. Their first plane returned with engine trouble and their second developed brake trouble shortly after the take-off. Sir Basil Brooke was starting his tour of the United States and Canada

THE RETURN OF THE DUKE AND DUCHESS OF GLOUCESTER: While Sir Basil and Lady Brooke were waiting for their second attempt to fly the Atlantic, the Duke and Duchess arrived from Malta, where they had stayed the previous night at the San Anton Palace as the guests of the Governor and Lady Creasy, on their way home from Nairobi. On March 30 the Duke presented the Royal Charter, raising Nairobi to the status of a city, to the Mayor after he had been presented with a silver pot containing thirty peppercorns as a token payment to discharge Nairobi's long-standing debt to the King of thirty plots of Crown land in the municipality

THE SPANISH WEDDING

CARMENCITA FRANCO AND THE MARQUIS OF VILLAVERDE

WEDDING GOWN WITH ITS 12-FT. TRAIN: The bride wore a high-necked white silk dress and a veil surmounted by a diadem of pearls and diamonds, the gift of her parents. Pearl earrings and the bracelet, which in Spain betokens engagement, completed her jewellery. The wedding-gown, in accordance with Spanish custom, was purchased by the bridegroom, the Marquis of Villaverde

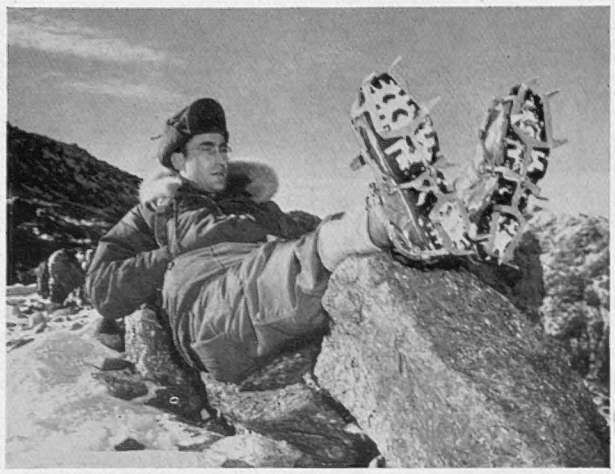
THE BRIDE, ONLY DAUGHTER OF GENERAL FRANCO, HEAD OF THE SPANISH STATE: Twenty-three-year-old Carmencita Franco, who was married at Easter by the Bishop of Madrid-Alcala to the Marquis of Villaverde, second son of the Count and Countess of Argillo. The bridegroom is a doctor by profession

The marriage of Carmencita Franco to the Marquis of Villaverde, to which General Franco only gave his permission after some delay, took place amid almost medieval splendour at the Palace of El Pardo. Franco led his daughter to the altar along a 200-yard red carpet from her room to the eighteenth-century church. They walked through a double line of Moorish Lancers. The Moors wore their traditional turbans, white robes and purple tunics. There were over 800 guests at the wedding, and the many costly presents included a gold cross filled with precious stones. The honeymoon is being spent for the most part on board General Franco's yacht, the *Azor*, in which the newly-wed couple are visiting Italy for the Holy Year celebrations.

THE MARRIAGE IN THE EIGHTEENTH-CENTURY SPANISH CHURCH OF EL PARDO IN THE GROUNDS OF GENERAL FRANCO'S RESIDENCE NEAR MADRID: *Left*—The bride and bridegroom during the service. On their right hand is General Franco, head of the Spanish State, and on their left hand the Marchioness Argillo, mother of the bridegroom. *Right*—The couple leaving the chapel after the wedding ceremony. The bridegroom wore the uniform of a Knight of the Holy Sepulchre, the Order to which he was recently admitted. There were more than 800 guests at the wedding and it was reckoned that the wedding presents were worth £1,000,000

FASHIONS IN THE FORCES

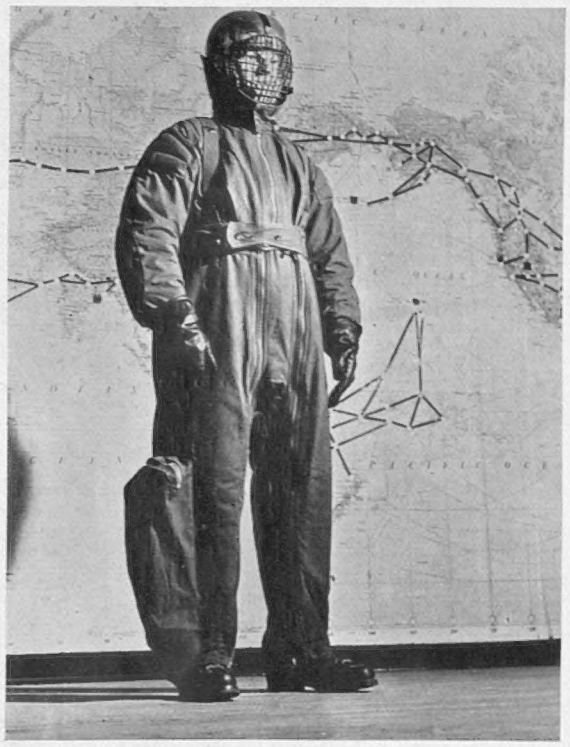
SPECIALLY-DESIGNED EQUIPMENT FOR AMERICAN SOLDIERS, SAILORS AND AIRMEN



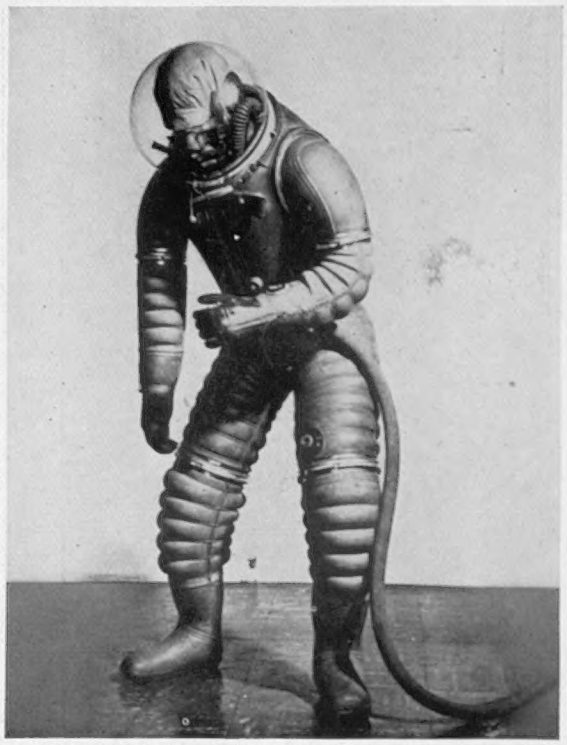
1. SKI BOOTS FOR THE SOLDIER

2. THE NAVAL SALVAGE SUIT

3. FOR THE WELL-DRESSED FROGMAN



4. THE COMPLETE PARACHUTIST



5. FOR THE PRESSURISED AIRMAN

6. THE BOMBER'S DE LUXE SUIT

7. FOR ANTARCTIC SERVICE

8. AIR FORCE FIRE-FIGHTING WEAR

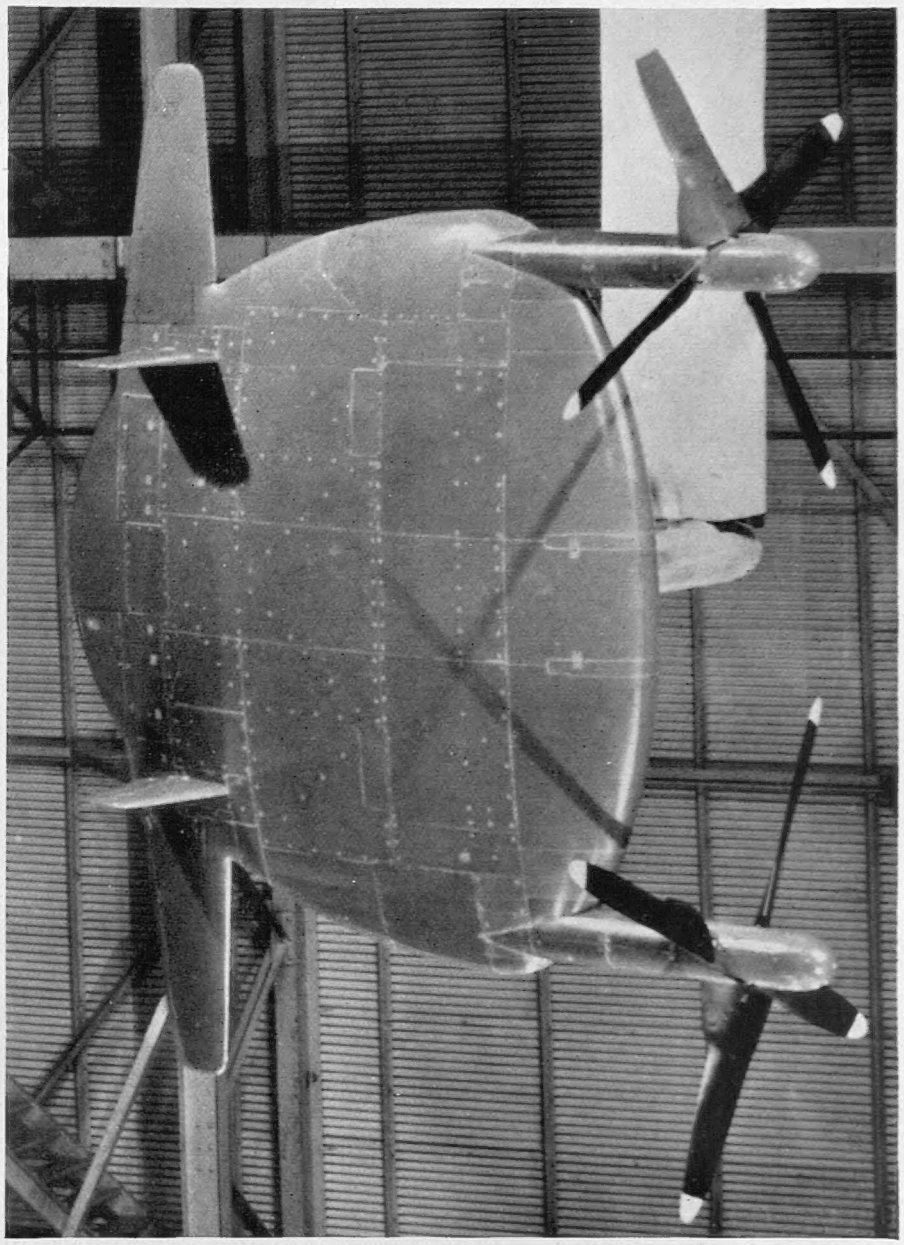
9. ARMY WINTER-WARFARE SUIT

The rigours of extreme heat and cold, deep-sea training and high-altitude flying all demand new clothing for the Service man, and since the end of World War Two American experts have been hard at work evolving new equipment and testing it out for efficiency. Here are nine examples of some of the clothing developed for men of the Army, the Navy and the Air Force, much of it already accepted as standard and some likely to be accepted after modifications. **(1)** Sergeant Hall, of Washington D.C., is seen resting during a mountain climb in New Hampshire. He is wearing the Army special ski boots with spiked metal clamps. **(2)** This is a diving-suit used for U.S. Navy rescue and salvage. The shoes weigh 25 lb. and the helmet 54 lb. **(3)** The frogman's suit is now standard equipment with the under-water demolition teams of the U.S. Navy. Black fins attached to the green rubber suit add to the wearer's swimming speed. **(4)** The Personnel Equipment Laboratory at Wright Patterson Air Force Base, Ohio, has improved and perfected this spot-landing parachute, which also has a protective face mask and helmet. There is a quick-release mechanism attached in case the flyer lands in the branches of a tree. **(5)** This pressurised suit enables pilots in fighter planes to operate at a height of over 60,000 ft. **(6)** This suit, worn by pilots and crewmen in bombers, has three jackets and two pairs of trousers. When a plane changes altitude various parts may be shed with the changing temperature. **(7)** This respirator for service in the Antarctic protects the lungs and conserves body heat. **(8)** An aluminium foil-on-cloth air force fire-fighting suit which reflects a large percentage of heat rays coming from a fire. **(9)** This new Army uniform for winter warfare has a special "easy breathe" face mask attached.

ITALY, AMERICA and FLYING SAUCERS

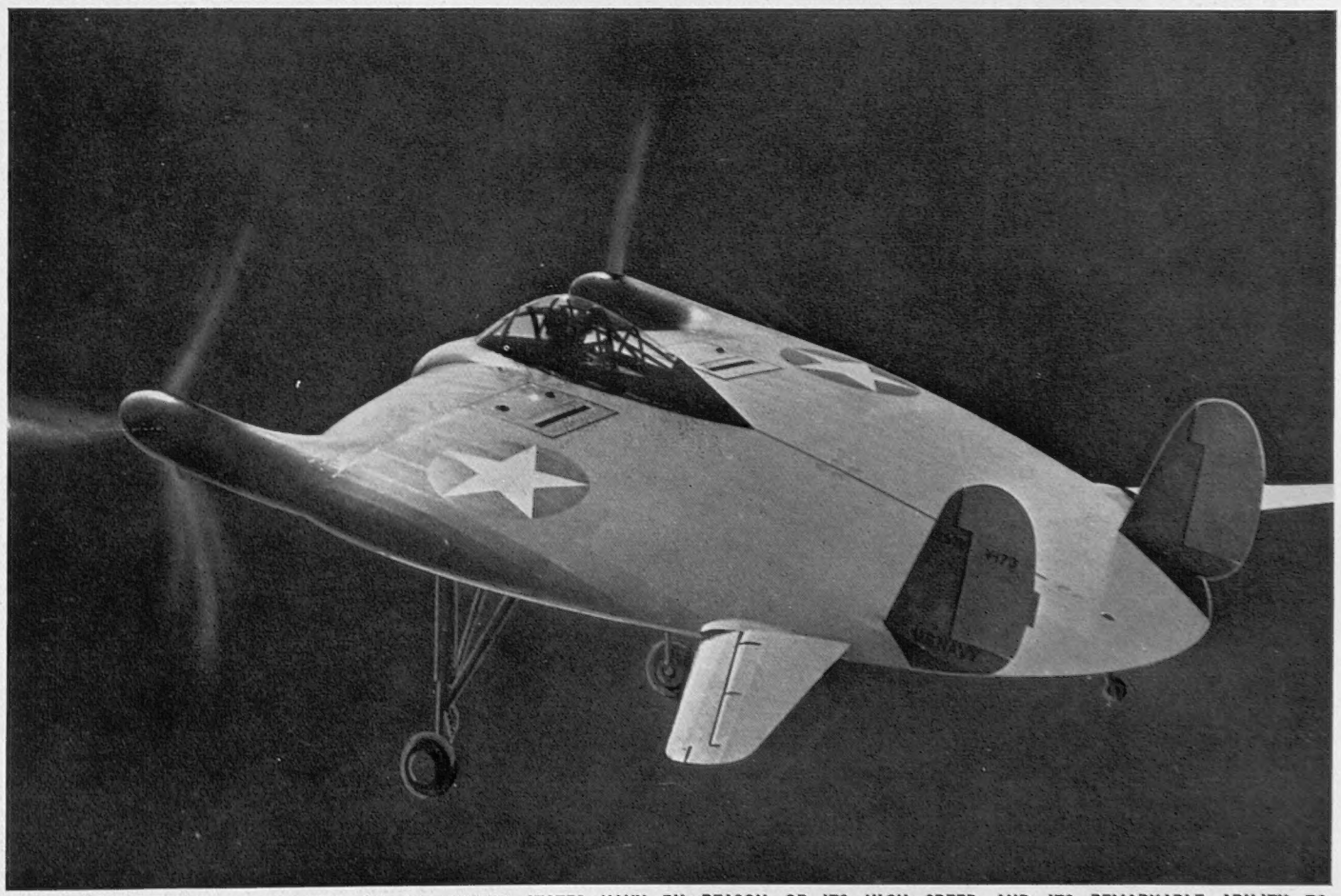
Some Celestial Apparitions which have Puzzled Two Nations

T APPEARED IN MILAN : With a battery of small rockets attached to it this metal disc was released by practical jokers from a building in Milan, hurtling merrily over the Piazza Cavour. The "flying saucer" caused many an astonished upward glance, and brought Milan into line with some other Italian cities which have also been seeing celestial sights



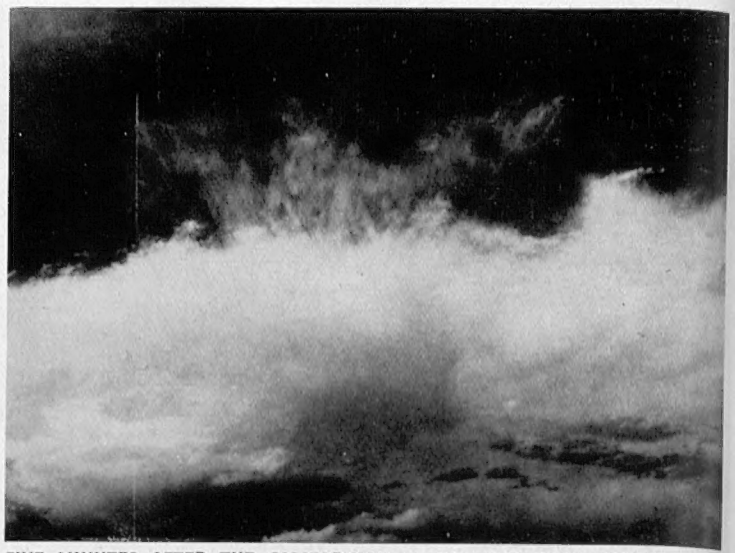
IS THIS THE "FLYING SAUCER" WHICH HAS BEEN PUZZLING THE UNITED STATES FOR THREE YEARS ? The XF5 U1 scale model mounted for wind-tunnel tests at the Aeronautics Laboratory, Virginia. It has been suggested in the Press that the so-called "flying saucers" lately seen in America were really these disc-like machines, called "flying flapjacks"

Some time in 1947 Kenneth Arnold, of Boise, Idaho, reported that he had seen near Mount Rainer, Washington State, nine saucer-like objects streaking in formation across the sky like the tail of some giant kite. After that America began to see flying saucers here, there and everywhere, and reports streamed into newspaper offices of these apparitions. The psychologists weighed in with the more or less general view that flying saucers were a product of mass hysteria, but still the stories abound, and the Flying Saucer Season of 1950 is now in full swing. Even President Truman has taken a hand in the campaign, telling the public that there is no secret research in the United States on anything resembling flying saucers. The United States News Magazine and a well-known radio commentator persist in their stories about disc-shaped flying objects, and it is now generally thought they have in mind XF5 U1, the American Navy plane of curious design, known as the "Flying Flapjack." This possible explanation was given in THE SPHERE of July 26, 1947.

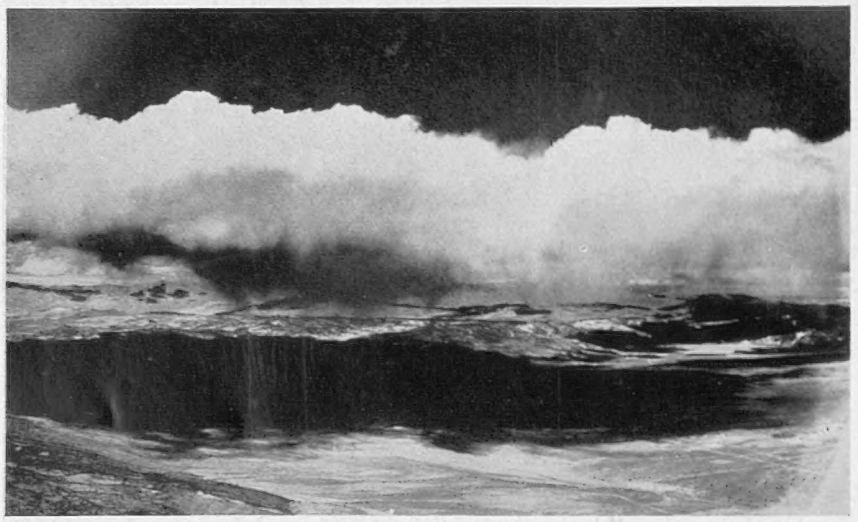


THE "FLYING FLAPJACK" ADOPTED BY THE UNITED STATES NAVY BY REASON OF ITS HIGH SPEED AND ITS REMARKABLE ABILITY TO HOVER : Here is a full-scale model of the machine which may or may not be the explanation of the mysterious "flying saucers" said to have been seen in the American sky. The most widely held view is that the "flying saucers" are products of the imagination

WHERE MOISTURE-MAKING HAS BEEN SUCCESSFUL—LURING SNOW FROM CALIFORNIAN CLOUDS : The Californian Electric Power Company, which has been carrying out the operation of rain-making near Bishop for more than two years, has increased the precipitation in the area by more than 12 per cent. This picture, taken on an actual seeding operation when the clouds were showered with pellets of dry ice, shows cumulus clouds over Bishop basin as spotted by the rain-making plane crew. Leading edges of the cloud (right) are already beginning to evaporate through contact with dry air rising from the desert on the other side of the Sierras



FIVE MINUTES AFTER THE CALIFORNIAN CLOUDS HAD BEEN SEEDED WITH DRY ICE : The cloud now gives this appearance as a result of up-drafts and turbulences within the cloud mass. Experiments with the solidified carbon-dioxide (dry ice) pellets have also taken place in other countries to relieve drought-stricken areas



FIRST SIGNS OF THE APPROACHING STORM : The first visible effects of the seeding operation appear on the underside of the cloud, which indicate the advent of a storm. Much of the mountainous area below, it may be noted, is apparently free from snow

THE STORM PASSES OUT OF THE VALLEY AND PROVES THE SUCCESS OF THE MOISTURE-MAKING OPERATION : The storm has passed and the usefulness of the operation is proved by the snow which has fallen on the area below. The seeding operation has also been recommended for the task of clearing an area of sky for the safe descent of aircraft through ice-forming cloud formations

MOISTURE MAKERS IN AMERICA

Creators of Snow and Rain in Action

On right—**NATURE FOILS THE WOULD-BE RAIN-MAKERS : In an effort to bring about a replenishment of the depleted reservoirs of New York, several officials carried out a search for clouds in order to experiment in rain-making. Water Commissioner Stephen Carney and the city's official rain-maker, Dr. Wallace Howell, complete with crushed dry ice, took off in a police plane to search for clouds over Ashokan Reservoir. The experiment was, however, frustrated, for on failing to locate their target, the flyers returned to their base, when nature intervened by pouring forth 2,275,000,000 gallons of rain-water within twenty-four hours. Further attempts were also "foiled" by rain**

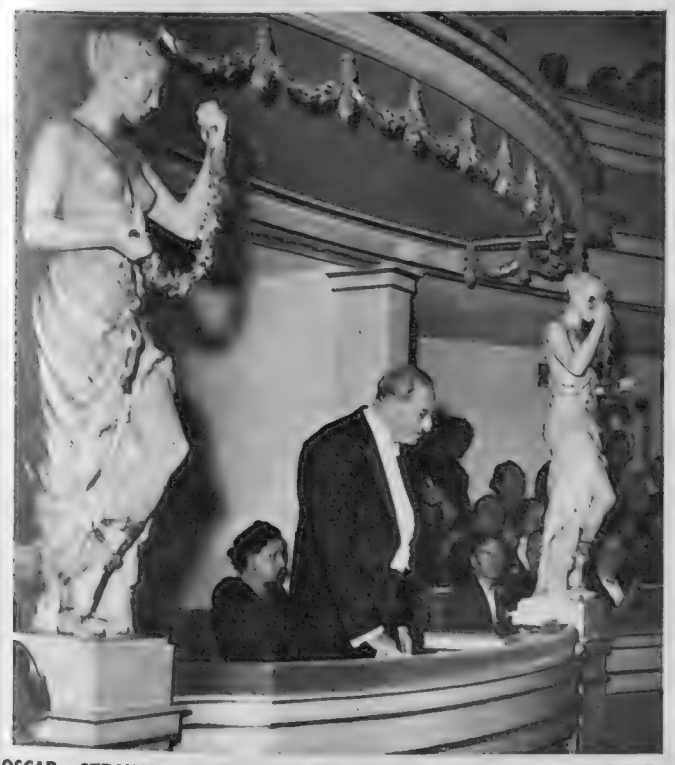
BERLIN SECTOR NEWS

AND A STRAUSS PREMIÈRE IN MUNICH

COMMUNISTS RALLY IN BERLIN TO PROTEST AGAINST WESTERN ARRESTS : The scene at the corner of Bernauer and Brunnen streets on the Soviet-French sector borders in Berlin, where 400 Communists shouted defiance at the Western Powers. Western Berlin police formed a cordon, but could not prevent a shower of propaganda leaflets. Over 200 Communists—mostly youths—were arrested in March by Western Berlin police for unauthorised political activity in the Western Zones. The rally at the beginning of this month was called to protest against these arrests. Most of the activity has been planned to test Western determination to crush Communist rallies in general, and especially the great rally which is due to take place at the end of May, when 500,000 Communists are supposed to storm Western Berlin

EAST MEETS WEST : West Berlin police, in the foreground, face East Berlin police along the French-Soviet sector border. 200 yards were cordoned off by police near the Communists' rallying point

THE SOVIET-CONTROLLED RADIO STATION IN BERLIN WHICH THE RUSSIANS ARE SAID TO BE EVACUATING : Two views of the Rundfunkhaus, which is situated in the British sector of the city. It is reported that the personnel, financial and business departments of the radio station have already been removed to the Soviet Sector of Berlin. The Rundfunkhaus has been a source of friction between East and West ever since the Allied occupation began in July 1945. The Russians refused to place it under the administration of the Four-Power Kommandatura and used it for anti-Western propaganda. Western Berlin Press reports claim that 500 employees living in the Western Sector have already been dismissed, and these include Communists. West Berlin's anti-Communist trade union, the "Independent Trade Union," has said that it was anticipated the station's valuable technical equipment would be removed as soon as the administrative departments had been evacuated and they have demanded that West Berlin police "protect State property"



OSCAR STRAUSS TAKES HIS BOW FROM THE GALA BOX OF MUNICH'S THEATER AM GÄRTNER-PLATZ : The celebrated eighty-year-old Viennese-born composer received a tremendous ovation on the first performance of his new operetta *Her First Dance*. Oscar Strauss has now made his home in Hollywood. He left Austria in 1938 and, after staying in France and in Spain, finally emigrated to America

THE KERBSIDE CAR-DEALER OF THE KURFÜRSTENDAMM : An enterprising Berliner in the British Sector is doing a steady business by buying second-hand cars from United States' occupation personnel and selling them to Germans. He averages sales of seven cars a week in spite of the heavy import tax which must be paid. The cars in the above picture are of the latest types, which are rarely seen in England except with C.D. markings

UNEARTHING GÖRING'S TREASURE

AMERICANS BRING TO LIGHT A RICH HOARD IN THE BAVARIAN MOUNTAINS

EXAMINING PART OF THE TREASURE: American officers with gold candlesticks found hidden in a concrete chamber at Göring's former hunting lodge, Castle Veldenstein, in the Bavarian mountains. An officer is seen reading an inscription stating that the candlestick he is holding was a gift to Göring's daughter by the people of Aachen

The United States Commissioner for Bavaria, Mr. C. M. Baldes, surrounded with a cloak of mystery the discovery of the Göring loot at Veldenstein, and at first refrained from any comment on the situation beyond the fact that "it is no insignificant find." The cache is known to have included gold candlesticks and rare wines and liqueurs. Unofficial sources, quoted by the *New York Times*, declared that some of the finds had once been the property of the House of Orange and of the Rothschild banking family. It is understood that the treasure has been removed to a repository. The excavation work began when a Polish Displaced Person, one Leo Friedman, gave the "tip" to the American authorities.

CASTLE VELDENSTEIN, A FAVOURITE HAUNT OF THE REICHSMARSHAL IN THE DAYS OF HIS GLORY: The watch tower of the old castle dominates the picturesque town of Franconia, where Göring hid some of his loot

PNEUMATIC DRILLS IN ACTION BENEATH THE WALLS OF GÖRING'S HUNTING LODGE: German workers under the supervision of American officers searching for the Reichsmarshal's treasure. They had to hack through feet of concrete before they came to the cache

THE MYSTERIOUS LEO FRIEDMAN: The Polish Displaced Person, who told the American authorities about the loot, watching the progress of the search at Castle Veldenstein. He would not disclose from whom he had obtained the "tip" about the existence of the hidden treasure

AMERICA'S FLOATING DRY-DOCKS

The U.S. Navy's Advance Base Sectional Docks in Action

The United States A.B.S.D.s are made up of anything from seven to ten pontoons welded together, each unit having a lifting capacity of 8,000 to 10,000 tons. The largest assembly is thus capable of lifting 100,000 tons. Warships can, by these floating dry-docks, be serviced in the immediate area of their operations. The saving in repair time thus effected was proved with the Allied Task Forces during the war, as they swept northward and westward across the Pacific to the Japanese-held islands. In the war, the docks were built in Pittsburgh and, after being launched into the Ohio, were towed down the Mississippi to the Gulf of Mexico and then across the Pacific. The ocean towing was sometimes done by cargo vessels carrying supplies to the United States Fleets. On one occasion an A.B.S.D. actually lifted two cruisers at the same time. In the closing stages of the war in the Pacific, the U.S. Navy had fifty docks in operation, with a total capacity of 1,200,000 tons.

TRAVERSING THE PANAMA CANAL: This U.S. Navy floating dry-dock which was too wide for the canal was floated at an angle of 85 deg. by means of pontoons welded to one of its wing walls. By this ingenious method it was enabled to pass through the locks on the canal and so to the Pacific

A UNITED STATES NAVY TEN-SECTION FLOATING DRY-DOCK TAKES IN TWO SHIPS FOR REPAIR: The A.B.S.D., or Advance Base Sectional Dock, is built in separate pontoon sections and these can be moved as close as is practicable to combat zones in a short time. Once at their rendezvous the sections are welded together to make one big dock with a capacity of anything from 56,000 to 100,000 tons—sufficient to raise the largest U.S. battleship

On *right*—CONSTRUCTING AN A.B.S.D.: The first two sections have been welded together. Five or more further sections will be added until the size required is obtained, as may be seen in the picture above

THE FLOODS IN WAGGA-WAGGA, NEW SOUTH WALES : An Australian Army "DUKW," with rescued aboard, cruising down Fitzmaurice Street in search of others trapped by the rising flood-waters of the Murrumbidgee River. There have been weeks of heavy rain in Central and Southern New South Wales, with most of the big rivers in the State bursting their banks and ruining crops

THE WAY OF THE WORLD

A Survey of the Foreign News in Pictures

THE NEW TOLL-BARRIERS AT THE CITY APPROACH TO SYDNEY HARBOUR BRIDGE : Two of the twelve barriers in operation with collecto taking tolls, 3d. for cycles, 6d. for cars, and 2s. for lorries ov 3 tons. Buses pay 1d. per passenger and pedestrians cross free charge. Up to now there has only been a six-gate toll, which has led to traf congestion and delay, especially at the rush-hour periods in the morning a the evening, when long lines of waiting cars are to be seen. Despite Press campaig for its abolition the toll continues to exact a big tribute. The bridge, which co £9,700,000, was opened in March 1932. It is 2¾ miles long, including approach

GENERAL SMUTS PAYS TRIBUTE TO THE MEMORY OF CECIL RHODES : The former South African Premier standing beside the Rhodes Memorial, Cape Town, after the annual memorial service to the great Empire builder, whose more than life-size bust is seen in the background. Rhodes died on March 26, 1902. There was a large congregation of Scouts at the service and also several Rhodes scholars. Rhodes was born at Bishops Stortford in 1853, and only seventeen years later Smuts was born at Bovenplaats in the Cape Colony. In the South African War the two men were enemies, and in 1901 Smuts, as a Commando leader, headed an invasion of Cape Colony, of which Rhodes had been Premier

DRINKING TO A VICTORY OVER NATURE : Dr. H. M. Shelley (right centre), Director of Medical and Health Services in Cyprus, with members of the Anopheles Eradication Service in Cyprus after their success in winning the contest with Sardinia and receiving as a prize 100 litres of Sardinian wine. The contest arose when Lord Winster, Governor of Cyprus, received a challenge from the High Commissioner of Sardinia at the end of 1948 regarding the ability of each island to defeat the anopheles mosquito. It is now agreed that Cyprus has won the day, and accordingly Sir Andrew Wright, the new Governor of Cyprus, has taken delivery of the prize, which is being distributed among members of the Anopheles Eradication Service in Cyprus

AN ANTI-FASCIST RIOT AT THE ROND POINT "FRANKLIN ROOSEVELT" : Police dispersing the mob outside the offices of the newspaper *Figaro* after the battle which followed the first appearance in the pages of *Figaro* of the memoirs of the S.S. leader Skorzeny, the rescuer of Mussolini and a prominent figure in high Nazi circles. The rioting lasted an hour and many were injured. 4,000 Communists took part in a subsequent riot

THE AUTOMOBILE STRIKE IN DETROIT : Workers from the Chrysler plant gathered to hear their Union chief Walter Reuther report progress on negotiations. Reuther said that if need be the Union would sell its vast headquarters building to continue the fight. For over seventy days the United Automobile Workers have been on strike against the Chrysler Corporation over the details of a pension plan. The strike has been hard on both workers and management. The 89,000 Chrysler workers, ineligible for unemployment benefits, depend on strike money to buy the bare necessities of life. Many of the men have been working at temporary civic jobs, such as snow shovelling. At the time of writing, the strikers have lost about 84,000,000 dollars in wages

PRINCESS ALICE, COUNTESS OF ATHLONE, PAYS A VISIT TO BRITISH GUIANA: Sir Newam Worley, the Chief Justice, bowing low as he was presented to the Princess on her arrival at Georgetown for a brief stay in the colony. The Earl of Athlone, Sir Charles Wooley, Governor of British Guiana, and Lady Wooley can be seen standing on the right

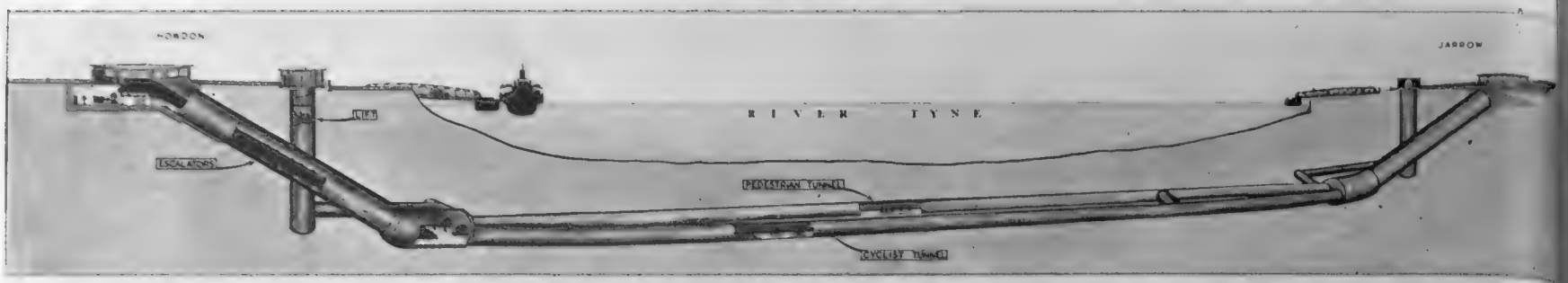
PRINCESS ELIZABETH AT A PARADE OF THE ROYAL MALTA ARTILLERY: Her Royal Highness with Lieut.-Colonel Abela, O.C. 1st Coast Regiment, and Lieut.-Colonel Solomona, O.C. 2nd A.A. Regiment on the Floriana parade-ground on the eighth anniversary of the King's assumption of the Colonelcy-in-Chief of the Royal Malta Artillery. Following the Princess are Major-General Heath and the Governor, Sir Gerald Creasy, with whom the Princess stayed as a guest during her first days at Malta and before the return of the Duke of Edinburgh from the Spring Cruise of the Mediterranean Fleet

A LUCKY STR[illegible] IN THE LITTLE VICTORIAN TOWN OF WEDDERBURN: Citizens standing round the hole in [illegible] main street of the town where a 75-oz. gold nugget was brought to light by Bill Matthews and Rex Chapman, two local prospectors. With the almost simultaneous discovery of a £1,[illegible] nugget in nearby Wilson Street, Wedderburn became the scene of a miniature gold rush. Prospectors began to pour into Wedderburn from all parts of the Australian Commonwealth. No fewer than thirty claims were pegged along the main street by local residents, and before long young and old were digging furiously in search of wealth. All accommodation in the town was booked out, and the population increased by 100 in the first week. It is now nearly a century since the celebrated Bendigo mines were discovered. The Bendigo area is situated about 40 miles south-east of Wedderburn

THE COURT MARTIAL OF CAPTAIN D. BROWN, FORMER SKIPPER OF THE UNITED STATES BATTLESHIP "MISSOURI," WHICH WAS GROUNDED IN HAMPTON ROADS FOR FIFTEEN DAYS: Captain Brown is shown leaning across the table when answering the charges of hazarding his ship, stranding his ship and neglect of duty. Standing (on right) is Captain C. C. Wood, counsel for the defence. Four rear-admirals and three captains constituted the members of the court. Captain Brown pleaded guilty to all three charges, accepting full blame for the mishap and throwing himself on the mercy of the court. Meanwhile a few doors away two of Captain Brown's subordinates were undergoing courts martial. In a statement to the court before which he was indicted, Captain Brown apologised for having implicated his fellow-defendants

AMERICA DISPATCHES TO EUROPE A SHIPMENT OF U.S. ARMY EQUIPMENT UNDER THE ONE BILLION DOLLAR MUTUAL DEFENCE ASSISTANCE PROGRAMME: Guns being loaded aboard the S.S. *Exilona* at Brooklyn Army Pier No. 1. The shipment was destined for an Italian port, and the loading operations were watched by the Italian Ambassador to the United States and American Government officials. The shipment consisted mainly of 155-mm. howitzers and 57-mm. field pieces, and is one of many planned to equip twenty-five army divisions of eight Western European nations

THE FUNERAL OF M. LÉON BLUM, THE VETERAN LEADER OF THE FRENCH SOCIALISTS: A thunderstorm with rain and hail swept over the Place de la Concorde during the State funeral of the former Premier, who died from heart failure at the age of seventy-seven. M. Auriol in his funeral oration referred to Blum's patriotism, particularly during the dark days of the war. Thousands of mourners lined the route to the Montmartre cemetery, where the interment took place, and there were also crowds at the lying-in-state at the offices of the newspaper *La Populaire*, which Blum founded. A wreath of red roses and tulips was sent by Mr. Churchill. It bore a red ribbon and a card inscribed: "From Winston Churchill, in affectionate remembrance of a great man"



THE CYCLISTS' AND PEDESTRIANS' TUNNELS WHICH HAVE BEEN DRIVEN BENEATH THE RIVER TYNE BETWEEN HOWDON AND JARROW AND ARE NOW WELL ON THE WAY TOWARDS COMPLETION : These tunnels, together with a vehicular tunnel on which work has been temporarily delayed, have been planned to link up the road systems of Northumberland and Durham and to improve cross-river communication between the important industrial areas of Howdon and Jarrow. The only crossings which now exist below the bridges at Newcastle are ferries operated by Jarrow Council and the Tyne Improvement Commission. This architectural drawing shows how escalators and lifts are being installed at the Howdon and Jarrow terminals.

BUILDING THE NEW TYNE TUNNELS

COMPLETING THE PEDESTRIAN AND CYCLIST TRACKS BETWEEN HOWDON AND JARROW

East of Newcastle-on-Tyne and Gateshead lie the towns of Jarrow and Howdon, South Shields and North Shields. They face each other across the great river, and at the moment are linked only by ferries. Now, under a £3,600,000 scheme sponsored by the Tyne Tunnel Joint Committee of the Durham and Northumberland County Councils, a scheme which has the financial backing of the Ministry of Transport, three tunnels are being driven under the river. Pedestrians, cyclists and owners of vehicles are each separately catered for in this elaborate scheme. The pedestrians and cyclists will for the most part use escalators to reach tunnel level, and there are to be pedestrians' and cyclists' lifts. Already work is well on the way towards completion in the pedestrians' and cyclists' tunnels, and it is hoped that they will be ready for use by the end of the year. The junctions between the Jarrow and Howdon ends of these tunnels have long since been completed.

The main vehicle tunnel will be the last to be completed, and indeed operations have been held up under the Government's go-slow edict on major capital expenditure of this kind.

Escalators on the Tyne tunnels were decided upon because they will give continuous service to the large numbers of workpeople on each side of the river, and will avoid the delays which would be occasioned if main reliance were placed on lifts. An enormous number of people use bicycles for getting to and from their work. The escalator system is a complete novelty for cyclists in this country, but its efficiency has been proved in action in tunnel schemes on the Continent, notably in Belgium and Holland.

Work on the pedestrians' and cyclists' tunnels and on the sloping tunnels for the escalators was started in 1947, when the Minister of Transport, Mr. Alfred Barnes, visited the site. The tunnelling has, in part, been carried out in compressed air at pressures up to 40 lb. per sq. in.

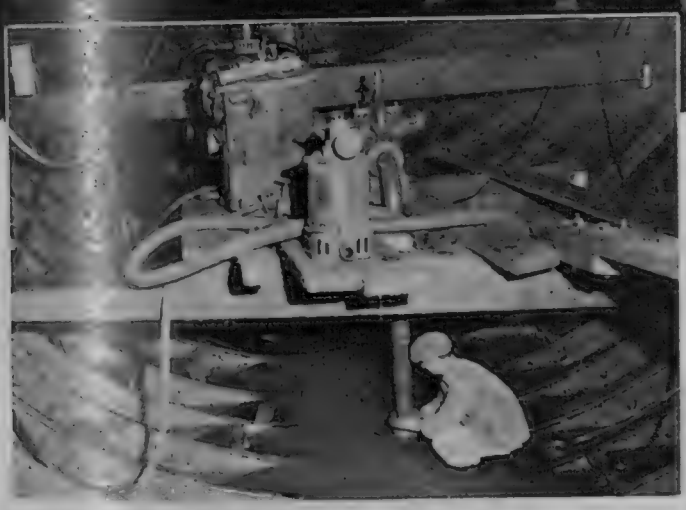
The length of each of the tunnels is about 900 ft. The vehicular tunnel, which will go underground well within the town limits of Jarrow, will be just over 29 ft. in diameter and will accommodate a carriageway of 22 ft. The cyclists' tunnel is 12 ft. in diameter and the pedestrians' tunnel is 10 ft. 6 ins.

WORK IN PROGRESS AT THE ESCALATOR ENTRANCE AT THE HOWDON END OF THE TUNNEL : A tram-load of cement is about to be unloaded and passed down the tunnel to the construction gangs which are now completing their big task

THE CEMENT-MIXERS AT WORK : The mixer is kept constantly in action supplying cement by tram and conveyer to the workers completing the walls of the pedestrians' and cyclists' tunnels beneath the Tyne. At the moment there are about 120 men working on the site

WHERE TWO COUNTIES MEET BENEATH THE WATERS OF THE TYNE : The exact point of junction between Northumberland and Durham is marked in the centre of the cyclists' tunnel. The tunnels are lined with cast-iron segments bolted together to form a circle, and the joints of the lining are caulked with lead to make them almost completely watertight

WHERE THE CYCLISTS' AND PEDESTRIANS' TUNNELS CONVERGE: On each side of the Tyne the tunnels, which go 85 ft. below the surface, meet at a point where there are lifts and escalators leading to the surface. Escalators for the use of cyclists have been in operation for some years both in Belgium and Holland, but this will be the first time such a system has been used in Great Britain



PUMPING OPERATIONS IN THE TUNNELS: There is always a steady seepage through the plates of the tunnels, and this is kept under control by the pumps installed at the lowest point

WORKERS IN ONE OF THE ESCALATOR SHAFTS: The camera angle gives the impression that the shaft is vertical and that the man in the foreground is standing in an extremely dangerous position. Actually, the escalator-shafts lie at an angle of 45 deg. The men are engaged in caulking joints with lead to make them watertight

THIS IS THE TOP OF THE LIFT-SHAFT ON THE JARROW SIDE OF THE TUNNELS: This lift will be available for people with prams, and others who do not wish to use the escalators. The lift-shaft is 85 ft. deep. The lifts are only in a subsidiary capacity, the main traffic being intended for the escalators

1. VILLAVERDE, KNIGHT OF THE HOLY SEPULCHRE

2. FRANCO RECEIVES "THE SWORD OF SANCHO THE STRONG"

3. THE SON OF THE MAHDI SEEKS POWER

4. THE ALEXANDERS FLY BACK TO CANADA

5. SIR BRIAN AND SIR IVONE AT NORTHOLT

PEOPLE: SOME PERSONALITIES IN THE WORLD'S NEWS

1. CARMEN FRANCO'S FIANCÈ HONOURED: Don Cristobal Martinez Bordia, Marquis de Villaverde, about to marry the daughter of General Franco, is seen wearing for the first time the robes of the Order of the Knights of the Holy Sepulchre of Jerusalem during the solemn ceremony of his admission to the Order. After waiting eighteen months General Franco's daughter, Señorita Carmen Franco Polo, in December 1949, obtained her father's consent to her marriage to the Marquis de Villaverde. The head of the Spanish State planned a more ambitious marriage for his daughter, and it is understood that he relented with some reluctance.

2. THE CAUDILLO SCOURGE OF THE BOURBONS: General Franco recently addressed 3,000 boys of the Falange Youth Front when they presented him with an exact reproduction of the sword of King Sancho VII. In his speech the Caudillo attacked the 300-year reign of the Bourbons in Spain, because he said they brought to the Peninsula only decline and misfortune. The bad old days would never come back, he declared, and concluded with the words "Damnation to those who then ruled Spain." Franco would appear to be in process of attacking Royalists generally and Bourbons in particular. Thirty to forty Royalists were thrown into gaol in Spain in February. Their names are being linked with Freemasonry, and it is possible that some of them will be tried by the dreaded Special Court. In contrast to the Royalists, the Falange appears momentarily to be in high favour in Spain.

3. THE AMBITIONS OF SIR SAYED ABDEL RAHMAN EL MAHDI: The son of the man who led the fanatical revolt of the dervishes, defeated General Gordon and was defeated himself by Lord Kitchener, is now regarded as one of the key political figures in the condominium of the Sudan. Britain is attempting to bring the Sudan to self-Government in a series of progressive stages. Sir Ayed desires personal rule in an independent Sudan, it is said, but it is possible that he might temporarily come to terms with Egypt if it suited his purpose.

4. LORD ALEXANDER NEARS THE END OF HIS PROCONSULSHIP: The Governor-General of Canada and Lady Alexander have just set out for the Dominion, where Lord Alexander will shortly be completing his term. They had returned to London for a short stay which included participation in the jubilee celebrations of the Irish Guards. It was understood that Lord Alexander was also approached in regard to the matter of his successor.

5. CHANGE-OVER IN WESTERN GERMANY: General Sir Brian Robertson, who now relinquishes the post of British High Commissioner, has been appointed C.-in-C. of the Middle East Land Forces, thus resuming his interrupted military career. His successor in Western Germany is Sir Ivone Kirkpatrick, Permanent Under-Secretary since 1949 in the German Section of the Foreign Office. In the fateful years between 1933 and 1938 Sir Ivone was 1st Secretary of the British Embassy in Berlin and witnessed the deterioration of relations between Britain and Hitler's Reich.

6. DR. PHILIP JESSUP REPORTS: America's roving Ambassador is seen in this picture with the Secretary of State and the Chairman of the Senate Foreign Relations Committee as he made his report on a 26,000-mile journey through a dozen Asian countries. He is said to have reported that forces in South-East Asia are stirring faster than America realises. In Korea, Indo-China, Malaya and Burma Dr. Jessup indicated that Communist danger loomed larger than ever. In Formosa he found that the Nationalist Government was still riddled with the same old feuds. He had found India and Pakistan deeply suspicious of the United States.

7. THE ATTACK ON OWEN LATTIMORE: Professor Lattimore, until recently in Afghanistan on a United Nations Mission, returned to the United States to find himself labelled by witch-hunting Senator McCarthy of Wisconsin as "a top Russian agent." As depicted here, Lattimore came to the radio with his wife to refute McCarthy's charges. In the course of his interview Lattimore called McCarthy a liar and a madman. Lattimore declared that anyone who said he was a member of the Communist Party was a perjurer.

8. A "BOFFIN" HONOURED: Sir John Cockcroft, director of the British Atomic Energy Research Establishment, has received in Paris the cross of Chevalier of the Legion of Honour in recognition of his war work and the assistance he gave to French scientists under his direction. He is seen in this picture being congratulated by General Dussault. In 1947 Sir John received the United States Medal of Freedom.

9. THE RE-EMERGENCE OF ERNST REMER: The Major-General who suppressed the Berlin rising against Hitler in 1944 appeared recently before a German court in Munich to testify in the trial of Karl Feitenhansl, leader of Germany's rightist "Fatherland Union." Feitenhansl is accused of making pro-Nazi speeches.

6. CONNALLY, ACHESON AND JESSUP IN A WASHINGTON CONCLAVE

7. PROFESSOR LATTIMORE REFUTES McCARTHY

8. SIR JOHN COCKCROFT HONOURED IN PARIS

9. ERNST REMER TESTIFIES IN MUNICH

THE FUNERAL CHARIOT IS DRAWN THROUGH THE STREETS OF BANGKOK: The 15-ton chariot, bearing the remains of the late King Ananda Mahidol of Siam, who was assassinated four years ago, seen on its way to the place of cremation. The chariot was drawn by men of the Siamese Army, Navy and Air Force. King Phumibol, the late King's brother, walked in the procession

THE CREMATION OF ANANDA MAHIDOL

Siam's Late King, Dead Four Years, is Burnt Upon a Funeral Pyre After Day-long Ceremonies in Bangkok

KING PHUMIBOL ADULET OF SIAM ARRIVES AT THE CREMATION EDIFICE IN BANGKOK: *Left*—The cremation tower symbolically adorned with parasols and figures of Buddha. It was at the summit of the steps that the sandalwood pyre was lit after darkness had fallen. *Right*—The young King, who only recently returned to Siam to assume the throne, seen arriving for the ceremonies of mourning preparatory to the cremation of the late King Ananda

King Phumibol Adulet, who came to the throne of Siam in 1946 after the assassination of his elder brother Ananda Mahidol, and who returned to Bangkok at the end of March in company with his bride-to-be, took part in his capital shortly after his return in a spectacle of the most solemn splendour when the remains of the late King Ananda were cremated. The observance, in accordance with age-old ritual, began in Bangkok a little after dawn and lasted until late at night. In a morning procession of dazzling colour and magnificence the remains of King Ananda were placed in a 15-ton gold lacquered funeral chariot and borne slowly from the Royal palace, a distance of a mile, to the cremation edifice, a golden tower with a soaring spire set on a platform symbolically decorated with parasols and statues of Buddha. More than 1,000 Buddhist, Brahmanic, Court and Government functionaries, dressed in resplendent costumes of ancient style, escorted the chariot on foot. Two hundred men of the Army, Navy and Air Force pulled the funeral chariot, and at the rear of the procession, in which King Phumibol walked on foot, military bands played over and over again the sombre strains of a Siamese funeral dirge. A crowd of 500,000 people lined the streets to watch the cortege pass, and was gathered in the open field round the cremation enclosure. The cortege took an hour-and-a-half to traverse the mile to the cremation edifice. Then to the beat of drums, the mounting wail of trumpets and the blowing of conch-shell horns the remains were transferred to a brightly painted artillery gun-carriage. In this they were pulled three times round the cremation tower. The remains were then taken into the tower, where candles were lighted and incense was burned by the King before the body of his ill-fated brother. As dusk settled on Bangkok, floodlights turned the whole scene into an even more brilliant spectacle. The cremation took place at 10.30 p.m., when the King, the Royal family and priests, with all others excluded, returned to the cremation tower. By this time the body had been placed in a sandalwood container and the fire was lit. On the following morning the King returned to collect the ashes, which have now been placed in the Dusit Hall of the Royal Palace. King Phumibol is to be married this month and his coronation will be in May.

THE PROGRESS OF THE WORK AT TROSTRE, NEAR LLANELLY, WHERE THE STEEL COMPANY OF WALES IS BUILDING A COLD REDUCTION MILL AND TINPLATE PLANT AT THE SAME TIME AS IT IS ENLARGING THE STEELWORKS AT MARGAM AND BUILDING THE ABBEY WORKS: On the left of this picture is Trostre's warehouse building and on the right is the pickling department. In the centre the Roll Shop floor is under construction. Trostre will treat each week 7,000 tons of steel strip in coil form, which will be sent by rail from Margam to be manufactured into tinplate

WALES BUILDS BIG

THE MIGHTY NEW STEEL AND TINPLATE WORKS TAKE SHAPE AT TROSTRE AND MARGAM

THE RAW MATERIALS CONVEYER AT THE NEW ABBEY WORKS AT MARGAM, NEAR PORT TALBOT: This will take ore and limestone from the new sidings to the blast-furnace bunkers which form the heart of the vast scheme to expand the South Wales steel industry and to maintain the Principality's supremacy in British steel production. It is the object of the Steel Company of Wales to achieve an extended output of pig-iron and steel ingots which, together with further steel-making capacity, will feed a new continuous hot-strip mill

The spectacular success of Britain's steel producers in repeatedly achieving and surpassing target figures has been one of post-war Britain's greatest industrial achievements.

The steel industry is now planning far ahead, and the Steel Company of Wales is in the van of this enterprise. The Steel Company of Wales unites the interests of four of the most important companies in a project that will not be surpassed even by the vast American plants in Ohio and Pennsylvania, centred at such places as Youngstown and Pittsburgh. The four participants in this latest venture are Guest, Keen and Baldwins, of Cardiff; Richard Thomas, of Ebbw Vale; the Llanelly Associated Tinplate Companies, and the firm of John Lysaght, who have each contributed something to the pool. First and foremost, they have embarked upon the development of the Port Talbot and Margam works, building a new continuous hot-strip mill of the latest type and a modern cold reduction mill at Trostre, near Llanelly.

The Margam project consists of enlarging and modernising the existing Margam Steelworks by reconstructing the coke ovens, blast-furnaces and coal- and ore-handling plant in order to raise the pig-iron production of the works to 19,000 tons per week. Adjacent to these works is being built the new Abbey Works, which will, it is estimated, produce 20,000 tons per week of steel strips and plate. Of the proposed output of the Abbey Works, 7,000 tons per week of steel strip in coil form will be sent by rail to the new works being constructed at Trostre, there to be manufactured into tinplate by the most up-to-date methods. The necessity for this new tinplate plant arises from the fact that at the present time the whole of the tinplate output of South Wales (with the exception of the Ebbw Vale plant) is produced by the old-fashioned hand-mill method. The modern method of cold rolling from hot rolled coil is superior not only in speed of production and operational economy, but also in uniformity and ductility of the product. A change-over to new methods is therefore essential in order to recover the overseas markets which were unavoidably lost during the war years, and to supply these markets with the type and quality of tinplate which is now demanded. In the reconstruction of the existing Margam Steelworks and the construction of the new Abbey Works at Margam, and the Trostre Works at Llanelly, the year 1949 brought great changes. At Abbey and Trostre sites the erection of buildings went on steadily throughout the year and now these two works are beginning to take on their final shape. The lofty buildings, designed to give the maximum amount of natural lighting, are already indicative of the light and airy conditions which will prevail throughout the new works.

THE BUILDING OPERATIONS AT MARGAM COVER AN AREA OF OVER 550 ACRES OF SANDHILLS: In the background of this picture is the existing Margam works, now being enlarged, and (left centre) is the new central repair shop and (centre) the temporary canteen. In the right foreground is a corner of the mould preparation bay. Some 25,000 piles have been driven into the soil on the reclaimed land, thus ensuring that heavy machinery will not sink when installed

THE FIRST NEW
90 ft. high

THE COKE-OVEN AREA AT THE NEW ABBEY WORKS, MARGAM: On the right is the coal washery, which is seen in course of erection, and in the background in the centre is the by-product plant, also under construction. The Abbey Works, it is planned, will produce 20,000 tons of steel strips and plate per week. It should ensure the continuance for years to come of full employment in the Llanelly, Swansea, Port Talbot area

EW TRANSPORTER WHICH WILL UNLOAD IRON-ORE AT THE WHARF AT MARGAM: There will be three modern transporters in all, replacing the existing two. This one is nearly igh, with an overall span of 360 ft., and its total weight is nearly 750 tons. The erection of buildings and equipment has been going ahead steadily at Margam since 1948. The Steel Company of Wales is spending £6,000,000 on the whole project, one of the most ambitious in the history of the steel industry in Great Britain

INSIDE THE JOCKEY CLUB

WHERE THE GOVERNING BODY OF THE TURF MEETS IN CONCLAVE

The Jockey Club is said to have been founded in 1750 for framing rules to govern flat races, arranging annual fixtures, granting licences to officials, trainers, jockeys and racecourse managements, and sitting in judgment on any persons reported to the Stewards for malpractices. The Club has no charter, but its power in racing affairs is paramount. It even extends beyond the borders of Britain, having reciprocal agreements with the French, Belgian and Australian Jockey Clubs for the mutual enforcement of sentences passed on offenders. Candidates for membership of the Jockey Club are elected by ballot, the subscription being £10 on election with £10 payable on the first day of each succeeding year. There are three Stewards of the Jockey Club, the senior of whom is really the arbiter of Turf policy. This year that honour falls to Lord Irwin, who succeeds Viscount Allendale. The Earl of Sefton will probably follow Lord Irwin in 1951.

THE EXTERIOR OF THE JOCKEY CLUB BUILDING AT NEWMARKET: When the Jockey Club was first formed no one quite knows, but some racing enthusiasts say that this spring the Jockey Club celebrates its bicentenary. A Jockey Club of sorts existed 250 years ago, but the oldest existing announcement relating to such a club is taken from the *Sporting Calendar* of April 1, 1752, when a race for horses owned by members of the Jockey Club was billed to take place on Newmarket Heath

THE COMMITTEE-ROOM OF THE JOCKEY CLUB: On the right of the table are the seats of the senior Steward and his two assistants. Opposite them on the settees sit the members of the committee. On the table are two ballot-boxes. The largest picture on the walls is that of Grey Trick, a winner of the Cesarewitch

IN THE FAMOUS STEWARDS' ROOM OF THE JOCKEY CLUB: In the centre of the horseshoe table the senior Steward will preside. When cases of alleged infringement of rules are heard here, the jockey, trainer, owner or official being interviewed stands facing the senior Steward

THE COFFEE-ROOM: Here the members can consult the stud books and can find details of every horse racing on the British turf. To modern eyes the Club appears sombre, but it is an ideal headquarters for its sixty members when there is racing at Newmarket

THE CLUB IS BACKED BY SOME SPACIOUS GROUNDS: In the background is the morning-room, and on the left are the private quarters occupied by Stewards and members during visits to Newmarket. The suite nearest the morning-room was at one time reserved for members of the Royal Family

SOCIAL AND POLITICAL OCCASIONS IN STRASBOURG AND PARIS

Strasbourg's Mayor and the Ministers: The French President as Host

THE MAYOR OF STRASBOURG PLAYS HOST TO THE LEADERS OF EUROPE: Some of the Ministers who were the guests of Mayor Frey at an informal luncheon shortly after the start of their deliberations. The main task of the Ministers was to formulate conciliation machinery to enable the Committee of Ministers to work more effectively with the Consultative Assembly of the Council of Europe. The invitations to Germany and the Saar to become Associate Members of the Council were also items much to the fore. Reading from left to right round the table are: Sean MacBride, Eire; Paul van Zeeland of Belgium; Charles Frey, Mayor of Strasbourg; Robert Schuman of France; Count Sforza of Italy; Osten Unden of Sweden; Ernest Bevin's Deputy; M. Paira, Prefect, Bas Rhin; Dirk Stikker of Holland; Bjarni Benediktsson of Iceland; Gustav Rasmussen of Denmark; Paul Struye of Belgium; Wach Paul, Mayor's Aide, and Joseph Beck of Luxembourg

SURVEYING THE PERMANENT MEETING-PLACE FOR THE COUNCIL OF EUROPE: Delegates to the Council examining the building site where a headquarters for the new organisation is being established

MR. BEVIN WITH COUNT SFORZA AT STRASBOURG: The British and Italian Foreign Secretaries seen together in the spring sunshine. Despite continual talk that he is a sick man, Mr. Bevin proved a leading force at the Council of Europe's Committee of Ministers. A Foreign Office spokesman declared last week: "Mr. Bevin's programme is proof of his vitality"

THE FRENCH PRESIDENT RECEIVES—M. VINCENT AURIOL HOLDS A BIG RECEPTION AT THE ÉLYSÉE PALACE: *Left*—The President and Madame Auriol receiving M. André Maurois, who is wearing the uniform of a member of the French Academy, and Madame Maurois. *Right*—A general view of the main lounge of the Élysée during the reception. Many notabilities in French political life were present, also leading figures in the world of art and literature. It was after the reception that the President heard of the death of his great friend Léon Blum, and he hurried out to the Socialist leader's home at Jouy-en-Jocas, near Paris

SIR PHILIP SIDNEY'S BIRTHPLACE OPEN TO THE PUBLIC

PENSHURST PLACE, ANOTHER STATELY HOME WHICH CAN NOW BE VISITED

THE BARON'S HALL AT PENSHURST: This view looks towards the Minstrel's Gallery and shows the central hearth and some of the fifteenth-century trestle-tables. [Lord De L'Isle and Dudley, V.C., the present owner of Penshurst, and Lady Dudley have once again opened the house to the public on Wednesdays, Thursdays, Saturdays and Bank Holidays during the spring and summer months

THE ENTRANCE TO THE BARON'S HALL: This picture was taken from the entrance archway beneath the King's Tower

THE LONG GALLERY AND ITS ARRAY OF PORTRAITS: Lit by windows on three sides, the Long Gallery commands at its southern end a view of the terrace gardens and of the Medway Valley beyond

Penshurst Place, a great demesne beside the Medway, has been throughout the ages the home of distinguished soldiers, and since early Tudor days it has been the home of one family, the Sidneys. The present owner, who has opened Penshurst to the public to help meet the costs of upkeep, is William, sixth Lord De L'Isle and Dudley, the former M.P. for Chelsea, who, as Major Sidney, was awarded the V.C. for his courage at Anzio. Lady De L'Isle is herself the daughter of a V.C., the late Field-Marshal Viscount Gort, commander of the British Expeditionary Force in 1939-40, and late Governor of Malta during some of the island's embattled years.

The first of the line to live at Penshurst was Sir William Sidney, Henry VIII's chamberlain. His son, Sir Henry Sidney, was a friend of Edward VI, and during his career under Elizabeth was successively Lord President of Wales and Lord Deputy of Ireland. A contemporary said of him: "Here we behold the brave soldier, the consummate general, the able counsellor, and the wise legislator." Sir Henry was in due time outshone by his son, the famed Sir Philip Sidney, the hero of Zutphen, and one of the poets of the Elizabethan age. Sir Philip's brother Sir Robert Sidney was in high favour with James, who created him Earl of Leicester and showered other titles upon him. With the seventh Earl the peerage expired, but the line continued through Robert, the fourth Earl, and his granddaughter Elizabeth, whose descendants added the name Sidney. The De L'Isle title was created for Philip Shelley-Sidney in 1835.

Architecturally, Penshurst Place spans a period of five centuries, but somehow or other its builders achieved a remarkable unity of feeling.

To the medieval "House of Pencester," which formed King Edward's gift to his father, Sir Henry Sidney, second of the line, added the north and west fronts. The celebrated King's Tower, which bears the inscription recording King Edward's gift, marked the end of Sir Henry's work.

On the southern side of the house is the stone manor house which Sir John de Pulteney, a prosperous wool merchant and four times Lord Mayor of London, erected about the year 1340. Here the show-piece, indeed the show-piece of the whole building, is the Baron's Hall. It is a room of truly impressive proportions, especially in the great height and span of the timbered roof. Ten life-size wooden figures conceal the corbels upon the main timbers. In the centre is the open hearth from which the smoke once curled upwards through the roof timbers to escape by a vent which has long since been closed. The long tables at which the lord's retainers ate have stood on each side of the hall on their trestle supports since the middle of the fifteenth century. At the upper end is the dais at which the lord himself dined with his family and his guests.

THE NORTH AND WEST FRONTS OF PENSHURST, THE ANCESTRAL HOME OF THE SIDNEY FAMILY: It stands on gently-rising ground on the north bank of the Medway. Penshurst was begun as a country house for a rich City merchant in the reign of King Edward III, and despite the vast additions made to it at various periods, it has not grown into a castle or a palace. In fact, this mellow building of local sandstone and brick forms a beautiful picture of the traditional life of the great country house

PENSHURST, THE SOUTH FRONT FROM THE ITALIAN GARDEN: Penshurst, with its park of 350 acres, has inspired poets from the days of Jonson and Waller to those of Elizabeth Barrett Browning and Swinburne. Its grey walls and battlemented towers testify to the persistence of the English Gothic tradition. The manor, once owned by the family of Pencester, became the property of Sir John de Pulteney (died 1349), who built the hall, Humphrey Duke of Gloucester and others before passing in 1552 to Sir William Sidney, the grandfather of Sir Philip Sidney, the hero of Zutphen, whose descendants still possess it

From LONDON and the PROVINCES

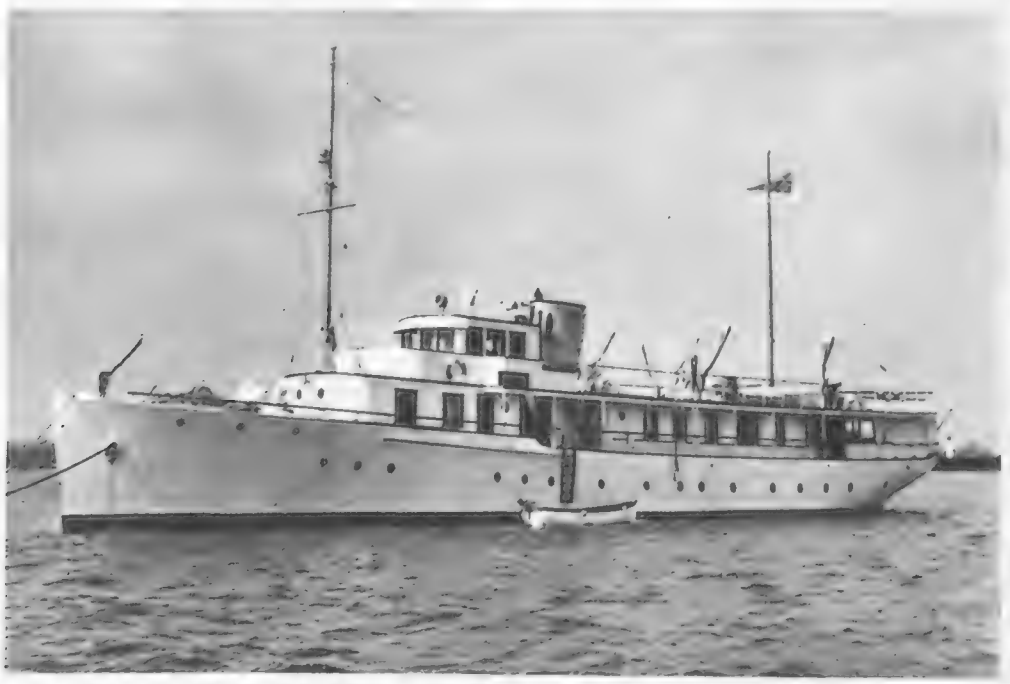
A SURVEY OF THE HOME NEWS IN PICTURES

BLENHEIM'S FIRST PUBLIC VISITORS: The famous Long Library in Blenheim Palace at Woodstock on April 1, when the public was admitted to the ancestral home of the Dukes of Marlborough. The Palace, which was designed by Vanbrugh and presented by the nation to the first Duke as a reward for his victories in the Low Countries, will now be open on four days a week. The Long Library is 183 ft. and was built as a picture gallery. The celebrated Sunderland Library was kept there for 150 years. The organ at the end of the gallery is by Sir Henry Willis, and was installed by Lily Duchess of Marlborough at the end of the last century. One of the many historical rooms at the Palace is the bedroom in which Mr. Winston Churchill was born on November 30, 1874

COMPLETING THE TEAM—BELLRINGING SCHOOLBOYS AT BEXHILL: The Vi of St. Peter's instructs boys of Bexhill Grammar School in the mysteries of b ringing. The Rev. D. Bolsover began to teach the boys when the shortag trained bellringers became apparent. The boys are now able to help peal t bells at St. Peter's. They have also undertaken ringing at fourteen other chur

THE SMALLPOX EPIDEMIC IN SCOTLAND: Mass vaccination in the Glasgow Public Health Offices. Visitors to over 200 hospitals in the West of Scotland have been banned because of the outbreak. In Glasgow's Public Health Building, nineteen doctors, thirty nurses and twenty clerks worked in relays to vaccinate 20,000 men, women and children over the week-end. Lymph was flown from London and, at one stage, 600 an hour passed through. In spite of the chain operation, the queue stretched for 200 yards round the buildings. The cases are isolated in a hutted annexe to Robroyston Isolation Hospital

THE LORD MAYOR OF LONDON INSPECTS THE EASTER GALA IN AID OF TH "THANK YOU" FUND: Sir Frederick Rowland and Colonel J. Alla Mulholland, Mayor of Westminster, look at the decorated windo of Courtaulds in Hanover Square, during their tour of inspectio of the special shop windows in the West End. The photograph in th window is of Sir Frederick in his carriage during the Lord Mayor's Sho The *Thank You* fund was inaugurated by the Lord Mayor last month, to ra £2,000,000 to found a centre for students from the Commonwealth and Amer



A FLOATING SHOWROOM FOR BRITISH EXPORT GOODS: The 33-ton motor yacht *Northwind* lies at Southampton before sailing for the Mediterranean and the Near East. Fifty-six British firms have contributed to the diverse goods which are to be displayed at Malta, Morocco, Portugal, Palestine, Gibraltar, Egypt, Cyprus, Turkey and Sicily during the *Northwind's* three-months tour. The products which will be exhibited include bowler hats, blankets, bedspreads, fountain-pens and clothing

MEMBERS OF THE ROYAL HORTICULTURAL SOCIETY GO TO SUSSEX TO SEE A GIANT MAGNOLIA TREE IN FULL BLOOM: A two-day Camellia and Magnolia conference was held at Westminster last week. Previously, some of the members had been down to Handcross in Sussex, where they saw the magnificent tree in the above picture. They were also shown some fine specimens of camellias

EIRE'S AGRICULTURE MINISTER FLIES TO LONDON : Mr. James Dillon with Mr. J. H. Dulanty, the Irish High Commissioner in London, after Mr. Dillon had flown from Dublin to discuss food supplies with Mr. Maurice Webb. The meeting with Britain's new Minister of Food followed Mr. Webb's statement that certain increases in the price of food would be announced by him in Parliament. Mr. Dillon was seeking a guaranteed market for bacon, beef, eggs, cheese and butter, and he also offered a supply of cream

A TRADE AND PAYMENTS AGREEMENT BETWEEN THE UNITED KINGDOM AND PARAGUAY : Dr. O. Chaves, Under-Secretary of State for Foreign Affairs in the Paraguayan Government, and Mr. K. G. Younger, Minister of State, sign the Agreement at the Foreign Office. The new Agreement is to last for three years subject to three months notice on either side. Payments will continue to be made in sterling. Full details will not be published until after the ratification of the Agreement in Asuncion

ANOTHER NEW BUILDING FOR GOVERNMENT OFFICES : The £700,000 nine-storey building is rising rapidly on a former blitzed site bounded by Charterhouse Street, Farringdon Street, Shoe Lane and Holborn Viaduct, from which the picture was taken. It faces the City Temple. There will be shops on the street level and underground garages, but the main part of the building consists of offices and the Government is to lease 125,000 sq. ft. of floor space. The building is the first to be started in the City since the war

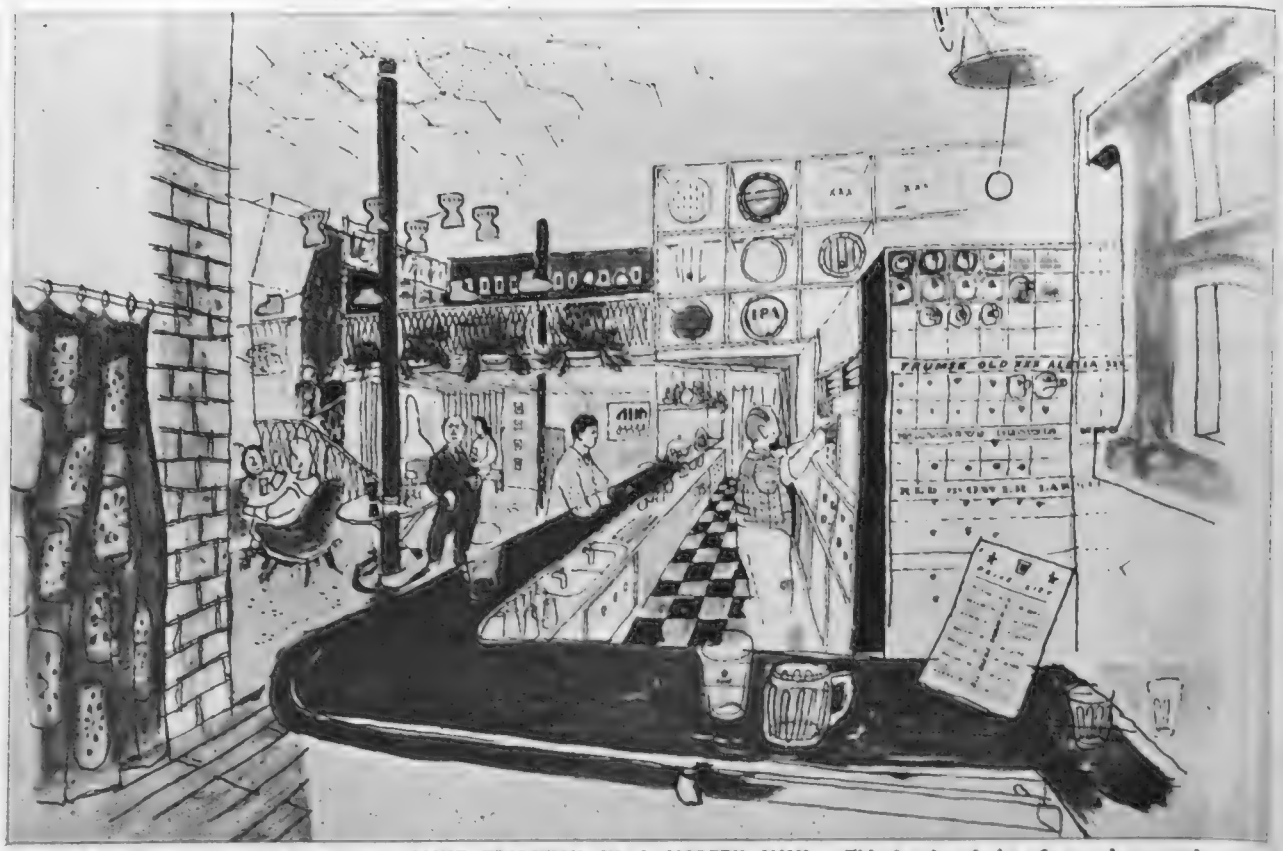
TESTING A SISAL WICKET AT LORD'S CRICKET GROUND : It is laid on a foundation of clay or cinders, and is one of six experimental pitches. Experiments which may have an important effect on the development of English cricket are being carried out at Lord's this month. Six nets have been prepared at the instigation of a joint committee of the National Playing Fields Association and the M.C.C., which is trying to find the best artificial wicket. At the end of the month, the professionals using the wickets will report on them, and further trials will be carried out at schools and in parks. The search is for a wicket giving the pace and height of bounce of a good turf pitch. It should be reasonably cheap to lay down and maintain. Equal consideration must be given to batsman and bowler, and the surface should stand spiked boots

REBUILDING DULWICH PICTURE GALLERY : The famous gallery, which is claimed to be the oldest picture gallery in England, was badly damaged during the war. It was built by Sir John Soane and opened in 1817. Most of its finest pictures belonged to a collection formed by Noel Desenfans, a French picture dealer in London, for King Stanislaus of Poland, whose abdication in 1795 terminated the arrangement. Desenfans bequeathed his collection to his friend, Sir Peter Francis Bourgeois, the R.A. and landscape painter to George III, who left it, with additions, to Dulwich College. The collection includes works by Cuyp, Rembrandt, Van Dyck, Velasquez and Murillo

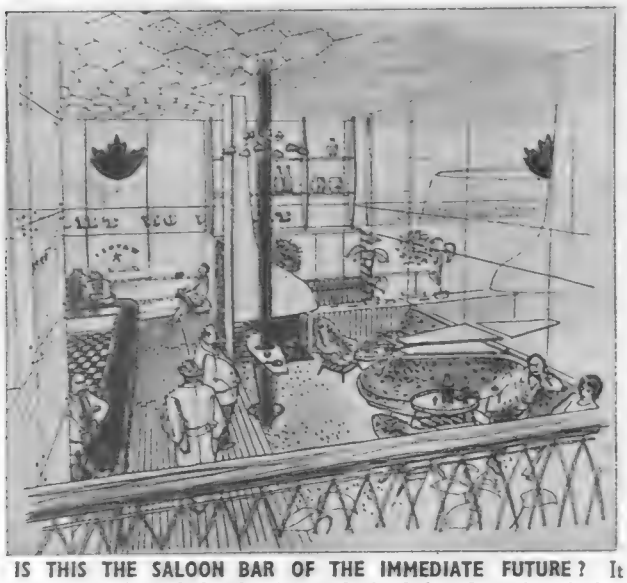
BETTER AND BRIGHTER "PUBS"

AN EXHIBITION OF DESIGNS FOR PUBLIC-HOUSE INTERIORS

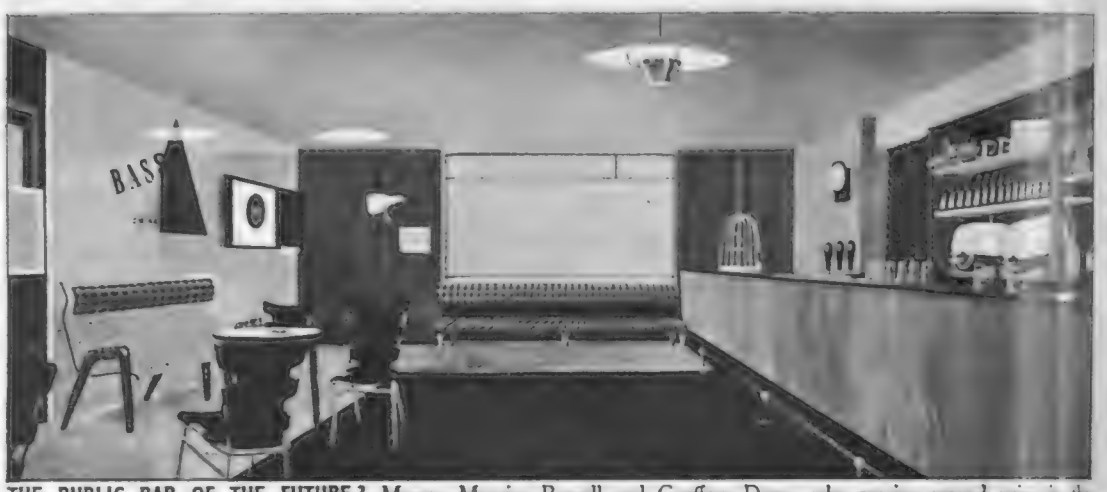
The age of elaborate woodwork screens, of vast engraved mirrors, and indeed all the trappings of the Victorian public house, is by no means dead, for the patrons of Britain's "locals" are slow to change their ways, as they have shown clearly enough in their attitude to some of the vast palaces built for their delight in modern times. They are not prepared to accept, unconditionally, architect-designed wide-open spaces in place of the comfort and flamboyant ugliness achieved in their grandfathers' day. The *Architectural Review* has shown itself fully aware of these unchanging needs, but has at the same time given architects a chance to solve the problem of how to design bars which are unashamedly modern in conception, but yet recapture the friendly atmosphere of the ideal "local." Some of the winning designs, which were recently placed on view at a special exhibition at the Victoria and Albert Museum, are shown on this page, and few will deny that there is adequate obeisance to the past, with glass screens, mirrors and ornamental lettering enough to satisfy those who like everything about their "pub" to be a little larger than life. The designs bring out the characteristics of saloon and public bar, the latter more robust than the former, more in keeping with the tradition of honest ale, where the cocktail has not intruded.



REINTERPRETING THE ENGLISH PUBLIC-HOUSE TRADITION IN A MODERN WAY: This is the design for a large saloon bar in a spirited set of drawings by five artists who have been jointly awarded the first prize of £500 in the competition of designs for public-house interiors. The artists, Messrs. E. Pollak, Victor Prus, Charles Hasler, P. Sharland and R. Negus, are at present working on one section of the Festival of Britain. The public-house designs are being displayed at a special exhibition at the Victoria and Albert Museum which was opened before Easter by General Lord Ismay



IS THIS THE SALOON BAR OF THE IMMEDIATE FUTURE? It is another of the drawings submitted by the prize-winning artists in the competition of designs for public-house interiors



THE PUBLIC BAR OF THE FUTURE? Messrs. Maurice Russell and Geoffrey Dunn, who receive second prize in the competition, have here achieved the character of a large public bar as distinct from the sophisticated cocktail lounge to which many brewers' architects have lately aspired. They make intelligent use of traditional means, such as dark-coloured woods to give a sense of warmth, relieved by spots of colour in the form of brewers' trade-marks

DESIGN FOR A SMALL SALOON BAR: This is the third-prize design by Ian Grant and D. B. Bullivant, and again makes use of several features traditional in the public-house interior, such as dark-coloured woodwork and barrels which go to serve as decorative features

A GIN PALACE WITH A DIFFERENCE: This design for a large public bar, the work of Terence Bliss and George Sublotto, was highly commended by the judges. The familiar brass rail is included

GENERAL LORD ISMAY SEEN WITH THE FIVE WINNERS OF THE PUBLIC-HOUSE DESIGN COMPETITION: The chairman of the Council of the 1950 Festival with Messrs. Pollak, Prus, Hasler, Sharland and Negus, who share the prize of £500 for their very spirited drawings

THE GLOSTER METEOR VIII ABOUT TO LAND AT NORTHOLT AFTER ITS RECORD-BREAKING FLIGHT TO COPENHAGEN AND BACK IN A TOTAL FLYING TIME OF 137 MINS. 10 SECS. : The single-seater fighter, which is powered by two Rolls-Royce Derwent V turbo-jet engines, about to touch down. The machine broke by a substantial margin the records for a flight between London and Copenhagen established in March by the de Havilland Comet air-liner. The Meteor was flown by Squadron Leader J. Zurakowski, a Gloster test pilot, who fought in the Battle of Britain. The Meteor set out from Northolt Airport and crossed the starting-line on the airfield at 12.9 p.m., reaching Kastrup Airport, Copenhagen, 604·17 miles away, at 1.17 p.m. The time from city to city was 1 hour 5 mins. 54·96 secs., giving an average speed of 541·438 miles an hour. The return flight was made in 1 hour 11 mins. 16·6 secs. at an average speed of 500·716 m.p.h. The time for the double journey, including eight-and-a-half minutes spent on the ground at Kastrup, was 2 hours 29 mins. 8·56 secs., giving an average speed of 478·592 m.p.h. For most of the time out and back Squadron Leader Zurakowski flew between 30,000 and 34,000 ft.—about the same height as the De Havilland Comet during its record flight. He received some navigational assistance from London Radar, the new long-range radar system established at London Airport

THE TAKE-OFF FROM NORTHOLT : The Gloster Meteor about to start on its record-breaking run to Copenhagen and back. Only 8½ minutes was spent at Copenhagen. The Meteor VIII is the latest type of Meteor fighter to go into production for the Royal Air Force

COPENHAGEN AND BACK IN 137 MINUTES

THE RECORD OF A GLOSTER METEOR

SQUADRON LEADER JAN ZURAKOWSKI ON HIS RETURN TO NORTHOLT : *Left*—The Polish-born pilot beside the Meteor VIII in which he broke the records. *Right*—A close-up of Zurakowski. From this same aerodrome he flew fighters during the defence of London in Battle of Britain days. Zurakowski now lives at Cheltenham

The WORDSWORTH CENTENARY

SOME NORTH-COUNTRY SHRINES ASSOCIATED WITH THE GREAT POET

Friday, April 7, marked the 180th anniversary of the birth of the poet, William Wordsworth, and Sunday, April 23, the day on which Shakespeare's birth and death are commemorated, marks the 100th anniversary of Wordsworth's death. At Grasmere, Westmorland, there are to be special celebrations on April 23, and literary and poetical societies in every corner of the land are calling to mind the greatness of "Nature's contemplative poet." Wordsworth's significance in English poetry was his return to nature philosophy, and in this respect his deepest attachment was to the Cumberland fells, where he first saw the light of day and the Lake District of Westmorland, where he spent most of his life after going to Grasmere in 1799. Other parts of England have strong associations with Wordsworth, such as Alfoxden, in the West Country, and Tintern, upon the Welsh Marches, but his first and last love was the North. Some of these North-Country shrines, which are of special interest in this month of commemoration, are depicted on this page, foremost among them the house, Rydal Mount, with its magnificent view of the lake and the Grasmere hills. This was the poet's home from 1813 until his death in 1850, and to this period of settled existence belong many of his finest didactic poems.

RYDAL MOUNT, NEAR AMBLESIDE, WHERE WILLIAM WORDSWORTH LIVED FROM 1813 TO THE TIME OF HIS DEATH ON APRIL 23, 1850: The move to Rydal Mount followed the death of the children, Catherine and Thomas, in 1812 when the Wordsworths were living at the parsonage at Grasmere. It was felt that the old associations were too painful to continue living at Grasmere

DOVE COTTAGE, GRASMERE, WHERE WORDSWORTH LIVED FROM 1799 TO 1808: Wordsworth first saw the cottage during an excursion to the Lake District, and he was so impressed by the beauty of the scenery that he decided to take the property. Except for excursions abroad the Wordsworths never again left the North

WORDSWORTH'S SEAT BY RYDAL WATER: This massive rock, where the poet is said to have spent many hours in contemplation, has steps cut into it and has a seat at the top

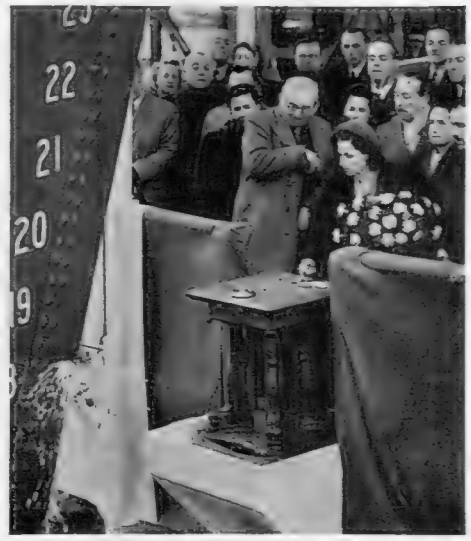
THE GRAMMAR SCHOOL AND THE TYSON COTTAGE AT HAWKSHEAD: In 1778 Wordsworth and his elder brother were sent to this school, founded by Archbishop Edwin Sandys. Wordsworth lived in the cottage of Anne Tyson (*right*), a kind and motherly old dame whom he commemorated affectionately in "The Prelude." There were four masters during Wordsworth's time. William Taylor, master from 1782 to 1786, won Wordsworth's warm regard, and was in some degree the original of the Matthew of the well-known poems of 1799. One of the Ushers at Hawkshead, Wordsworth declared, taught him more Latin in a fortnight than he had learned in two years at Cockermouth. The great merit of the school, Wordsworth said in later life, was the amount of liberty allowed the scholars

BRITAIN'S GIANT TANKER ROYALLY LAUNCHED

And a New Addition to Argentina's Merchant Fleet

THE "LUTINA" TAKES THE WATER AT SPEED: The largest tanker to be launched in this country and the third largest in the world seen entering the waters of the Tyne after being named by Princess Margaret. The great ship went down the slipway with extraordinary speed and she pulled up within her own length. After the launching the Princess was presented with a Velutina shell as a memento of the occasion. *Velutina* is the first of four ships of this size to be constructed for the Shell group of companies. So far, the largest tankers to have been built in this country have been of about 16,000 tons deadweight, a notable development from the ships of 12,000 tons common before the war. The Shell Company has now two vessels of 30,000 tons built in the United States, and from now on it seems the tendency will be to build bigger

PRINCESS MARGARET AT THE LAUNCHING OF THE "VELUTINA": The Princess with the managing director of Swan Hunter's, Mr. G. W. Elliot



ANOTHER BRITISH-BUILT SHIP FOR ARGENTINA: Senora Dona Garcia De Espina naming the 17 *de Octubre*, last of three passenger and cargo liners built at the Barrow works of Vickers-Armstrong's for the South American service

THE ARGENTINIAN LINER "17 DE OCTUBRE" AFTER HER LAUNCHING FROM VICKERS-ARMSTRONG'S AT BARROW-IN-FURNESS: Together with the *Presidente Peron* and the *Eva Peron*, she will run a shuttle service between England and Argentina. Each of the three new ships is designed to carry seventy-four passengers in luxurious first-class apartments designed for the maximum of comfort. The large proportion of cargo-space makes these ships a highly paying proposition. The *Presidente Peron*, first of the three, was handed over to the Argentine Government in July 1949

The World of Books—By VERNON FANE

FRENCH GENIUS in the 19th CENTURY

Memories of Maupassant, Flaubert, and Baudelaire in Three New Volumes

THREE of the most notable of this week's books deal with great French writers, all of them of the nineteenth century, and all of them to be recommended enthusiastically as the subjects of your study. First of all, there is Mr. Francis Steegmuller's book, MAUPASSANT (Collins. 12s. 6d.), perhaps the most remarkable of them all, for this is a biography of the man without whose talent the short story, as we know it, would never have attained its present exact form or its popularity. Chekhov and Maupassant understood and, in its modern sense, created the short-story form, and at the height of his career Maupassant wrote quite literally some hundreds of them, as well as the best of his novels, *Bel Ami* and *Une Vie*. He collapsed both mentally and physically when he was only forty-two, and died in a madhouse as a result of a long and sordid illness. At his prime, and throughout his writing life, he showed the influence of his kind friend and master, Flaubert, who knew and loved his family and was immensely helpful towards the young Guy.

Flaubert himself is represented by a selection of letters edited by Mr. Richard Rumbold and translated by Mr. J. M. Cohen. In both this and the previous book is printed the same letter which shows how close the link was between the two families. In 1863 Flaubert wrote to Guy's mother, Madame de Maupassant, of his happy memories of the youth that he had shared with her and with her brother. ". . . . I have followed your fortunes from a distance, divined your sufferings and shared them in imagination. I have 'understood' you, in fact. It is an old word, belonging to our time, to the good romantic school. It expresses just what I mean, and I stick to it." That paragraph will surprise no one who has read *Madame Bovary*, or any other of Flaubert's great novels, and it is typical of the rich, sympathetic genius shown in the LETTERS OF GUSTAVE FLAUBERT (Weidenfeld and Nicolson. 12s. 6d.).

MY HEART LAID BARE (Weidenfeld and Nicolson. 12s. 6d.) is another example of the nineteenth-century genius of the French author and poet, for this is a collection of essays and scrappy writings, whether autobiographical or not, by Charles Baudelaire. Mr. Peter Quennell, who has chosen and edited them, writes in his introduction that "where Romanticism ended, and the Romantic dream faded into the prosaic reality of mid-nineteenth-century Europe, it was Baudelaire's mission and fate to raise his intellectual standard." This book is really an autobiographical notebook, and gives the reader more insight on the character of the writer than would any scanning of *Fleurs du Mal*. The collection is fragmentary but typical for all that, and even because of it. Towards the end Baudelaire contradicted himself, repeated himself, and even emphasised the obvious, which had not been among his earlier faults. But it is fascinating reading for the adult mind and for all those, especially, who are interested in the growth and decay of a writer's talent.

Mr. Richard Curle performs a real service both for those who have read and re-read the works of Dostoevsky and for those who have yet to read them and would like some kind of introduction. CHARACTERS OF DOSTOEVSKY (Heinemann. 12s. 6d.) is a volume of critical and analytical comment of quite rare simplicity and force that one might enjoy equally after a lifetime's reading of the Russian master, or on the threshold of that experience. Mr. Curle quotes lavishly but acutely from the four most famous novels, and has chosen six characters from each of them to illustrate his analyses and to help the reader to understand the peculiar genius of this very great writer.

In THREE TALES OF HAMLET (Gollancz. 10s. 6d.) there are three separate broadcast pieces, two by Mr. Michael Innes, and one by Mr. Rayner Heppenstall. All of them are mannered, and all of them, too, have the very special fascination of a difficult and recondite crossword puzzle. In one you will find that Mr. Innes has set out to explore the mystery of Hamlet in the terms of a detective novel, and that he has reached the original conclusion that the whole affair was engineered by Fortinbras with the collaboration of Horatio. This, I suppose, might be as good a guess as another, and has the benefit of scholarly writing. It would be too obvious to suggest that

THOR HEYERDAHL AND HIS MODEL OF THE "KON-TIKI," THE RAFT IN WHICH, WITH FIVE FELLOW-SCANDINAVIANS, HE SAILED 4,300 MILES ACROSS THE PACIFIC: Mr. Heyerdahl's book, *The Kon-Tiki Expedition* (Allen and Unwin. 12s. 6d.), was reviewed in "The Sphere" of April 1. It is at one and the same time a serious scientific work and a remarkable adventure story

this book was caviare to the general, all the more so in a day when not even an English particular can get that exquisite food.

Dr. Richard Flatter tackles the critical problem of Shakespeare's *Othello*, scrutinises the text and, in THE MOOR OF VENICE (Heinemann. 15s.), comes up with some unorthodox but highly credible findings. For instance, in his view Othello, after killing his wife —and having wakened her from sleep so that she might confess and save her soul—throws away his own life as soon as he learns that she was innocent, and does not do this in despair, but in order to rejoin her the quicker. Dr. Flatter writes not only as a scholar but as a technician, and some of his chapters are obviously directed to actors and other technicians of the stage, but even the lay reader may find something for himself, and to the Gielguds and Oliviers, of course, it will be required reading!

THE GARDEN OF PERFECT BRIGHTNESS (Williams and Norgate. 18s.) is a book which gives some conception of the strange and lovely Chinese civilisation, so unlike our own, that existed without a break for some 4,000 years on the Yellow River plain. Mrs. Hope Danby has written a delightful and erudite account of the growing perfection of the garden near Peking which was inherited by a Chinese emperor at the beginning of the eighteenth century, and brought by him and his successors to a state of subtle and changing loveliness, within the strict but still imaginative conventions of their times.

Reminiscences nearer our own days are the subject of M. Andre Maurois's book, which is a record of his visit to the United States in 1946. MY AMERICAN JOURNAL (Falcon. 12s. 6d.) is rather disjointed, being in three roughly related parts: The first is an episodic diary covering six-and-a-half months in New York and Kansas City, in which latter he worked at the university; a short story of uneven merit, and the diary taken up again on his return to his home in Paris. As usual, M. Maurois writes gracefully and sensibly, but there is little vitality to these memoirs

There is plenty of liveliness about Mr. Algernon Blackwood's reminiscences, but he has chosen to write of the early part of his long life, and somehow it is not the part of which one wants to hear. EPISODES BEFORE THIRTY (Peter Nevill. 15s.) may, however, be the first of a series, and that will be all the better. The present book deals with Mr. Blackwood's experiences as a young man when, brought up with extreme strictness by his evangelical father, he had neither smoked, drunk alcohol or been inside a theatre by the time he was twenty. In Canada, where he went at an early age to try to make a fortune, he soon lost what little money he had, and was stony-broke by the time he arrived in the New York of forty-odd years ago. There he knew poverty, squalor and some very odd characters, who contrast strangely with the photographs of later friends in flannels and furs, and contrast most of all with the photograph of himself taken in some London street and wearing round his neck the insignia of the C.B.E.

TWELVE AGAINST THE LAW (Heinemann. 1[illegible]) is Mr. Edward D. Radin's masterly account of twelve crimes committed in America during the last few years, all of them with unusual features, whether in the criminal or the act itself. This is better reading than a score of detective stories; more gripping and also more authoritative.

I will deal with some of the new novels next week; at the moment there is only space to mention two books of really good short stories of extremely different types. The first is ALL THIS AND THAT (Constable. 12s. 6d.), which is a collection of some of the late Damon Runyon's sketches and little tales. Some of these deal with his "old home town out West," but the best, in my opinion, are those about the Broadway characters, written in the present tense and in inimitable Runyonese.

The other book is A CORNER OF THE [illegible] (Cresset Press. 10s. 6d.), and consists of five [illegible] stories by Mr. Robert Shaplen, each of them a [illegible] of life in some part of the Far East. Mr. Shaplen writes very well indeed, getting the full impact of [illegible] and heat and cynicism from his words, and making the point of each story with a savage little twist

BIRTH OF A NATION

The Story of Pakistan in the Making

The world will always remember with admiration the inflexible character of Mohammed Ali Jinnah, that upright and elegant, strangely gaunt, figure who was virtually the architect of the new Muslim State of Pakistan, and became its first Governor-General. To his 80,000,000 Muslims he was the Quaid-I-Azam, the great leader, a steadying influence at a time of fierce, racial strife, and one who "at a critical moment in India's history came out of the rarefied atmosphere of the council chamber and the conference room to give vehement expression to a people's inarticulate desire to form a distinct and independent political unit." Richard Symonds pays deep tribute to Jinnah in his new volume THE MAKING OF PAKISTAN (Faber and Faber. 12s. 6d.), but in showing how the Dominions of Pakistan and India were carved from the sub-continent, amid turmoil, terror and insensate slaughter, he leaves the unmistakable impression that the British Government was guilty of at least one disastrous error of judgment in advancing the date of transfer of power from June 1948 to August 1947. In two-and-a-half months a new Federal Government had to be set up in Karachi, and the Services and assets of the old Indian Government and three provincial Governments divided. Mr. Symonds says that the Muslim League implored the Viceroy not to put forward that date, but the plan proceeded. In Bengal major disturbances were almost miraculously avoided by the joint efforts of Gandhi and Premier Suhrawardy, but in the Punjab there was murder, abduction and arson in every district, which the authorities were totally incapable of checking. At the lowest estimate 12,000,000 people became homeless and 500,000 perished. Such was the price paid for freedom from the Raj, a nation's birth pangs that need not have been. In the second half of Mr. Symonds' book he describes the economic resources, and the social and political organisation of the new Muslim State. Pakistan's economy, soundly based on an agricultural surplus, on cash crops which at present have a ready market, would appear to be most hopeful. Industries are scanty, but potential resources of power are considerable. The biggest "if," it appears, is the question of relations with India.

Monsignor Fulton J. Sheen, described as America's best-known Roman Catholic preacher, has captured the imagination of tens of thousands of Americans by his silver-tongued oratory over the radio and with thirty or more books for the most part concerned with religion in every-day life. His latest volume, PEACE OF SOUL, has been for many months past high on the best-seller lists in the United States, and it now appears in Britain (Blandford Press. 10s. 6d.). Monsignor Sheen has prepared a significant personal message of inspiration to those who are to-day beset by mental conflict and bodily frustrations. He says that the troubled soul of the twentieth century must find a way out of its dilemma, since there can be no place among nations while the human spirit wars within itself. Addressing a world very much in the grip of the psychologist, he declares: "The popularity of psycho-analysis has nearly convinced everyone of the necessity of some kind of confession for peace of mind. This is another instance of how the world, which threw Christian truths into the waste-basket in the nineteenth century, is pulling them out in isolated, secularised form in the twentieth century, meanwhile deluding itself into believing it has made a great discovery." There is much more in this shrewd, hard-hitting vein, notably in the chapter on the Freudian approach to sex.

For the Roman Catholic world this is a vitally important year, the long-awaited Anno Sancto in which pilgrims are flocking to Rome. To mark the occasion Ann Carnahan and David Seymour, who took the photographs, have co-operated in a fine illustrated volume, THE VATICAN: THE STORY OF THE HOLY CITY (Odhams Press 12s. 6d.). Nearly every phase of life in the Vatican is dealt with, and of special interest is the daily life of the citizens of the miniature State, who have no taxes to pay, do no military service, and apparently commit no crimes.

From earliest youth it is for the most part the fate of humans to acquire a mass of not wholly accurate information about the animal kingdom. In ANIMAL FACTS AND FALLACIES (Faber and Faber. 10s. 6d.) Osmond P. Breland, who hails from Texas, that land of wide-open spaces and tall stories, attempts to right some of these age-old misconceptions. In doing so this Professor of Zoology has produced a most entertaining volume, his array of facts being illumined from time to time by a keen wit.

The latest additions to "The Little Guides," that admirable pocket series published by Methuen in conjunction with Batsford at 7s. 6d. apiece, are Thomas L. Tudor's DERBYSHIRE, J. Charles Cox's KENT, Arthur L. Salmon's CORNWALL, and E. S. Roscoe's BUCKINGHAMSHIRE. These well-bound guides have all been revised, and, replete with end-maps, make an obvious appeal to the traveller.

Angus Armitage, of University College, London, is the author of A CENTURY OF ASTRONOMY (Sampson Low. 8s. 6d.), a compact new volume dealing with the prodigious expansion of our knowledge of the universe in the past 100 years. He gives us the alarming news that "life on our planet will be impossible 10,000,000,000 years hence."

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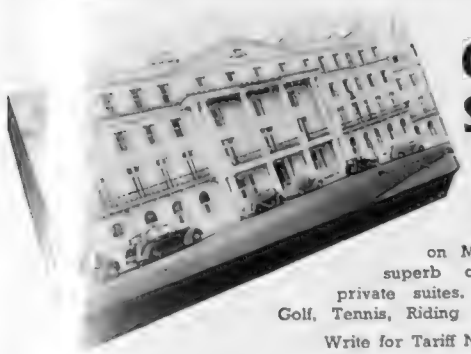

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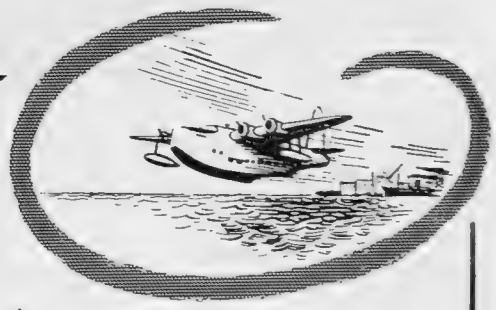

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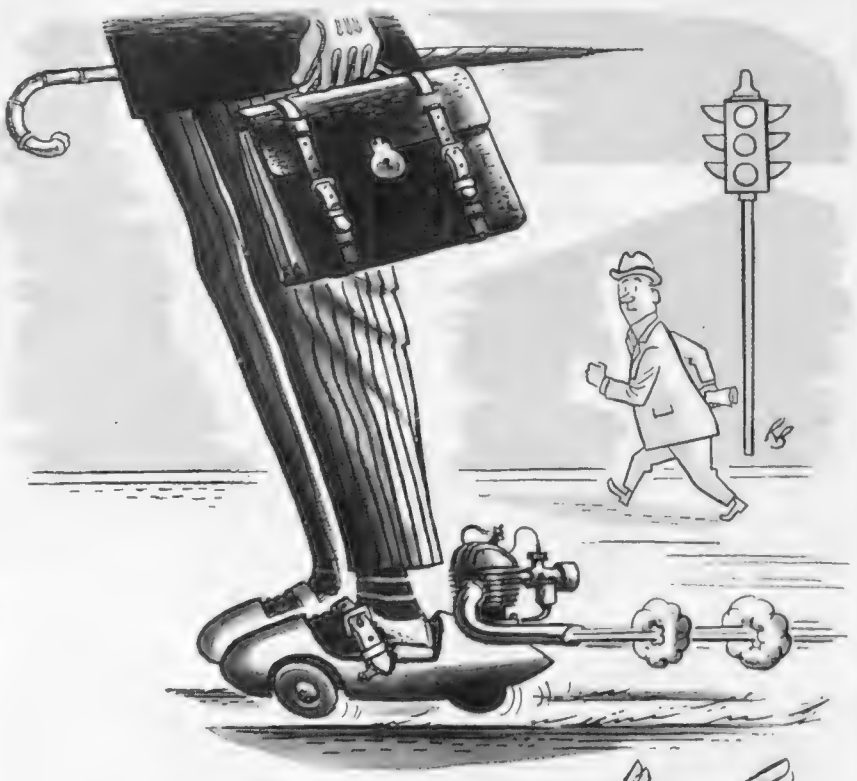

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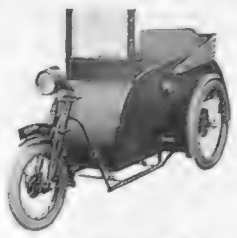

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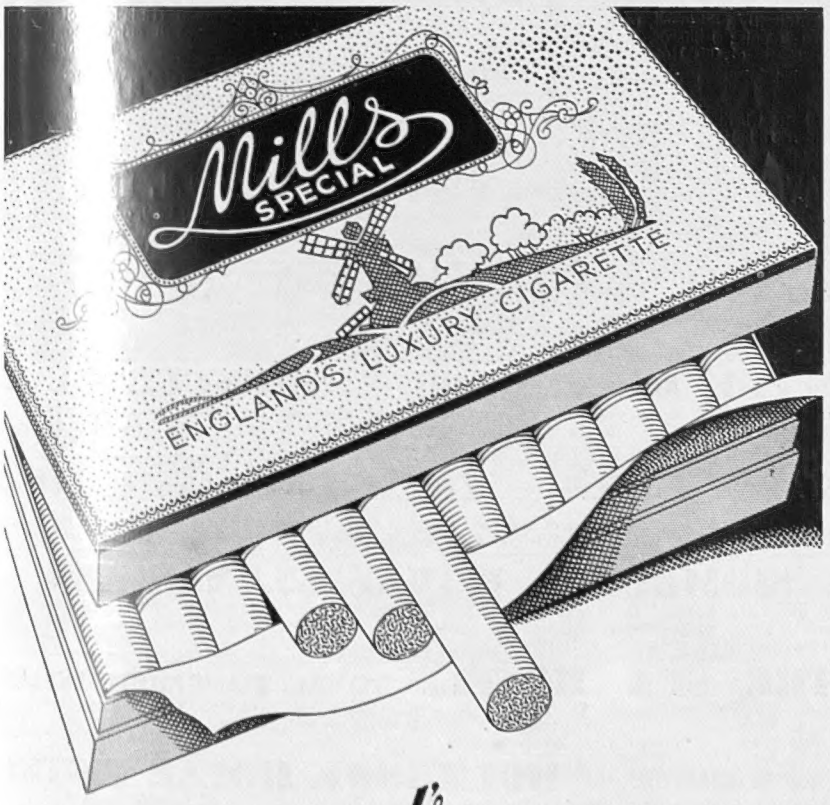

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

IN my last article I dealt with hotels which have their own golf links or a course close at hand, and within the limitations of space covered the South and South-West of England.

This week, I am starting north of London, and the first hotel on my recommended list is the *Hendon Hall*, a half-hour's run from Piccadilly Circus, and with the Hendon Golf Club just across the road. This hotel, once the home of David Garrick, is a great favourite amongst business men, who appreciate for themselves and their families a country-house hotel which offers, so close to town, not only golf, but a swimming-pool, tennis court and quiet, healthy surrounds.

Much the same remarks can be applied to *Aldenham Lodge Hotel*, Radlett, Hertfordshire, which adjoins Porter's Park Golf Course. Here, in addition to the pursuits already named, will be found riding. Other hotels in Hertfordshire where golf is a major attraction are *The Bridgewater Arms*, a Trust House, at Little Gaddesdon, hard by the Ashridge Links; *Letchworth Hall Hotel*, with its own 18-hole course, and *West Lodge Hotel*, Hadley Wood, where the golf links are across the road from the hotel entrance gates.

If the coast-line of East Anglia takes your golfing fancy, you will find good hotels and good golf at Hunstanton—*Le Strange Arms Hotel*, adjoining the golf links. At Brancaster too—*The Dormy House Hotel* (links about a quarter-of-a-mile down the road) and Sheringham—*The Dormy House Hotel*; whilst Thorpeness and Aldeburgh, in Suffolk, are such excellent golfing centres that I cannot refrain from mentioning *The Wentworth Hotel* and *Uplands* at Aldeburgh, and *The Dolphin Inn* at Thorpeness, for though none of these adjoins a golf course, that in no way deters keen golfers.

Good hotels on or near a golf course seem to get scarcer farther North, at least until one reaches Scotland, but from memory I recall to mind the following. In Lincolnshire, the *Eagle Lodge Hotel* at Woodhall Spa; at Weston-under-Redcastle, 12 miles north of Shrewsbury, the *Hawkestone Park Hotel*, with its own 18-hole course in attractive surrounds. Then, if you are content with a 9-hole sporting golf course, consider *Raven Hall Hotel*, Ravenscar.

But as we get farther North, our thoughts inevitably turn to that Mecca of good golf—Scotland. Here, except in the West Highlands, good golf links are rarely far away from a good hotel, and this is especially true on her seaboard. There is no better combination of these than the Eglinton hotels, at North Berwick *The Marine*, and at Nairn *The Royal Marine*. Nor must I omit in the same category the famous *Gleneagles Hotel* and its golf courses.

It is treading familiar ground to cite such well-known golfing centres as St. Andrews and Troon; so, I will wind up by mentioning lesser-known links where, coupled with good hotels, we can enjoy our holiday as golfers without being pressed by "Tigers," or being handicapped by that type of hotel which does not appreciate that golfers must be allowed reasonable elasticity over the times of meals. Note, then, the sporting 9-hole course at Killin, in Perthshire (the *Killin Hotel* is first-rate), the Southerness Course in Galloway (the *Paul Jones Hotel*, or, if you prefer one with more of a country-house atmosphere, *Southwick House Hotel*). Finally, I nearly forgot a most delightful hotel with golf links adjoining—the *Roman Camp Hotel* at Callander.

For any hotels I may have inadvertently omitted, my apologies.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Commonwealth House, 1, New Oxford Street, London, W.C.1.

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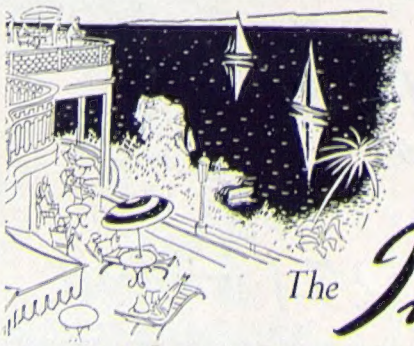

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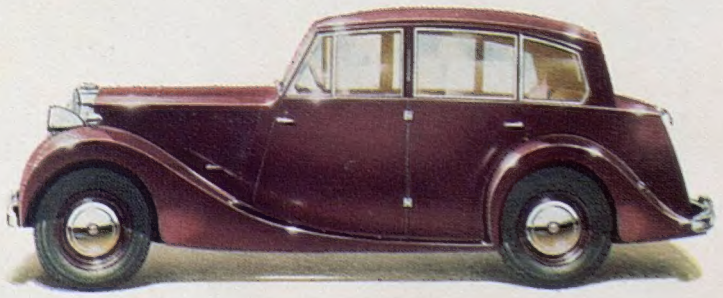

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